

O.K. SAUCE



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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after AUGUST 26th, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 9 A.M.	No. 8 A.M.	No. 10 A.M.	No. 9 A.M.	No. 12 A.M.	No. 11 P.M.	No. 10 P.M.	No. 9 P.M.	No. 8 P.M.	No. 7 P.M.	No. 6 P.M.	No. 5 P.M.	No. 4 P.M.	No. 3 P.M.	No. 2 P.M.	No. 1 P.M.	No. 12 P.M.	No. 11 P.M.	No. 10 P.M.	No. 9 P.M.	No. 8 P.M.	No. 7 P.M.	No. 6 P.M.	No. 5 P.M.	No. 4 P.M.	No. 3 P.M.	No. 2 P.M.	No. 1 P.M.
Kowloon Dep.	8.35	8.40	8.45	8.50	9.05	10.00	12.02	1.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yau-mat-doi Dep.	8.44	—	—	—	—	10.08	12.10	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shatin ...Dep.	8.53	—	—	—	9.28	10.20	12.22	1.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ma-tei ...Dep.	7.10	—	—	—	9.43	10.33	12.35	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tai-po	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market-Dop	7.16	—	—	—	9.48	10.37	12.39	1.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Endling ...Dep.	7.25	—	—	—	10.00	10.47	12.49	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sheng- shui ...Dep.	7.30	—	—	—	9.01	10.05	10.58	1.24	2.10	8.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shun- chun ...Arr.	7.38	8.40	—	—	9.07	10.11	10.53	1.00	2.16	8.19	3.40	5.19	6.38	8.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Canton ...Arr.	—	12.34	—	—	—	5.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

THE STORY OF
TRIPLEX.HOW MR. HENRY FORD'S
ACCIDENT HELPED.

Hidden away amongst the multitude of wordy clauses in the much-discussed Regulations concerning the Construction and Use of Motor Vehicles, issued in January, is one which makes safety-glass compulsory on the windscreen and front windows of all vehicles, except the top decks of buses.

Motorists may be forgiven if they have not noticed the clause, because for several years now Tripdex has been a commonplace on private cars, and to-day the phrase "Tripdex all round" is a *sine qua non* of even the cheapest motorcar specification.

The story behind this state of affairs is an exceptionally interesting one. It was in 1912 that Mr. Reginald Delpech introduced safety-glass to Great Britain, and founded the Tripdex Safety Glass Company. He had an uphill fight, however, for the open car was the order of the day, and saloons were almost unknown.

Then came the War, and the demand for Tripdex for the Navy, Army, Air Force, and even ammunition factories, was enormous. By 1918 the output had risen to an annual rate of approximately 120,000 square feet, but after the Armistice it naturally declined. The growth of the closed type of car augured well for the future, but recovery was confessedly slow. Then, on March 31, 1927, Mr. Henry Ford had a motor accident. Mr. Delpech cabled him in hospital, as follows: "Regret to hear of your accident. Trust you have not been cut by broken glass. Fit Tripdex and be safe, Tripdex, London."

Now, Mr. Henry Ford has never been slow to appreciate the possibilities of a new proposition. Seven months later he signed a contract for the standardisation of Tripdex on all Ford cars in America. Within a few months it was obtainable as a standard extra on many of the more important British makes. The tide had turned. It could not be long before some manufacturers fitted it as standard. In actual fact the first British concern to do so on all models was the Riley Company. In October, 1928,

Other manufacturers followed suit, and the result was soon such a demand for Tripdex that the old works at Willesden were unable to cope with it, and great new works at King's Norton were purchased and equipped. To-day there is hardly a make of car on the market that has not "Tripdex all round" in the standard specification. In 1930 the output was approximately 2,000,000 square feet.

(Continued on next column.)

READMISSION OF
AUTOMOBILES.U.S.A. REGULATIONS
MODIFIED.

"The regulations governing readmission of automobiles taken aboard for non-commercial use have been modified."

"Article 441, Customs Regulations of 1923, has been modified. This article covers automobiles and other vehicles, boats, teams, and saddle horses taken aboard for non-commercial use. They may be readmitted without payment of duty upon compliance with certain regulations, as follows: 'The owner, may, before the article goes aboard, have customs collectors examine it and issue a certificate of registration on Form 4455. If no additions or repairs have been made, and the article upon readmission is accompanied by the owner or his agent, it may be admitted without entry, other than baggage declaration, upon presentation of the customs certificate of registration, or in the case of an automobile the state registration card, or in the case of aircraft the certificate of registration of the Department of Commerce, provided these certificates satisfactorily identify the article. If the article is not accompanied by the owner or his agent, or when it has received additions or alterations abroad, it may still be admitted upon a baggage declaration if covered by a customs certificate of registration, or in the case of an automobile the state registration card, or in the case of aircraft the certificate of registration of the Department of Commerce. Repairs or additions not incidental to use abroad made abroad, are dutiable upon their value at the rate at which the article itself would be dutiable if imported and must be covered by an entry or baggage declaration.'—By courtesy of the Dollar Steamship Line and American Mail Line.

After eighteen years of uphill fight, safety glass has been recognised by legislators and is made compulsory. This is possibly the greatest tribute that has ever been paid to a single manufacturer, and it may fairly be claimed that Mr. Delpech has done more than any single man in England to promote the safety of the motoring public.

NOTES FROM
EVERYWHERE.

OLD IDEAS IN NEW VEHICLES.

There can be no greater fallacy than to condemn some device merely because it has been tried, years ago, and found wanting. Readers of long experience of the use of commercial motors will recall many examples of the truth of this statement.

Quite often recently, says *The Commercial Motor*, have we come across examples of this. One is outstanding—the forward-control chassis. As a design, this is almost as old as the motor vehicle itself, and certainly as old as the commercial motor vehicle as we are now acquainted with it.

It was unsuccessful in the old days for a double reason. Designers failed to make the engine sufficiently accessible, and engines were such that frequent access was desirable. Neither of those objections prevails to-day.

Another example, not yet so frequently encountered, yet increasingly evident, is in the location of the front axle. Placing it farther back, in its relation to the forward end of the chassis, is another way of increasing load space without decreasing manoeuvrability by increasing the wheelbase. This device, too, was tried a long time ago but abandoned because, in the light of the knowledge and experience then available, the steering was too heavy. Modern steering gears and scientific designs of steering pivot and stub axle have overcome that trouble, and yet another prejudice, formed by experience of early designs, is going by the board.

PILION INSURANCE
GRIEVANCES.

A wordy battle is waging in the correspondence columns of *Motor Cycling* on the subject of compulsory third-party insurance for motorcyclists. Whilst the majority of riders do not express resentment at the fact that third-party insurance has been made compulsory under the terms of the Road Traffic Act, many of them complain bitterly of the unfriendly attitude of insurance companies towards motorcyclists and of the high rates charged.

One of the most serious grievances is against the imposition by insurance companies of an extra charge if anyone other than the holder of the policy is to ride the machine, and resentment is felt, too, at the additional charge of 50 per cent. if a pillion passenger is to be carried.

Colour is given to the general belief amongst motorcyclists that this charge is unfair, by a report recently prepared by Mr. C. G. Williams in conjunction with the British Motorcycle Research Association and the Research Association of British Motor and Allied Manufacturers. This report, compiled after exhaustive tests, showed that the carrying of a pillion rider on a solo machine introduced no new risks. And, as *Motor Cycling* points out, there are thousands of riders who regularly take a passenger but never take a risk.

BRITAIN—BECOMING
"MOTOR-MINDED."

Motorcar dealers tell me that there is a change coming over the attitude of the average buyer of a small car, writes "Focus" in *The Light Car and Cyclecar*. In the past he used to bring along his wife and daughter, and if they were satisfied he was too. In 1931, however, at last the answer to "What will she do?" is the

matter which ranks first. The explanation, no doubt, is that nearly everyone who buys a new car to-day already has some motoring experience, and has learned that satisfaction is much more likely to be obtained from a car which can hold its own on the road than one which has a good "showroom performance" and, perhaps, very little else to recommend it.

MACHINES THAT PRINT AND
ISSUE 'BUS TICKETS.

The progress which is being made in the development of the portable machine for ticket issuing and printing, suitable for use by the conductors of public-service vehicles, is slow, but may be said to be sure, states *The Commercial Motor*.

The chief requirements of such a device are that it shall be compact, light in weight, free from liability to mechanical breakdown or jamming, easy to operate, accurate, and proof from tampering. It would appear that two specific types are necessary, one for the Metropolitan and other city areas where there are extremely short stages, and fares practically always under one shilling, and the other more suitable for long-distance work involving tickets representing fairly large amounts.

It may, of course, be possible to combine these functions in the one machine, but whatever be done, the requirements for London should not be considered as resembling in any way those of the greater part of the remainder of the country.

BRITISH MOTOR CRAFT—BUT
U.S.A. ENGINES!

Next June an important series of motor boat races will be held in Southampton Water between American and British craft competing for the Detroit News 53-litre trophy, which was captured for this country by H. Scott Paine at Detroit last September. One of the rules confines the engines which may be used in the competing boat to certain specified units of American make, and a correspondent in *The Motor Boat* points out that in view of the strong trend towards "Buy British," an effort should be made to have the rules altered to allow English engines to participate. "Why," he asks, "should the Englishman be forced to use an American engine, and, incidentally, provide free advertisement for the manufacturers, when facts have proved that England can, and does, build the finest engines in the world? One would be far more inclined to give praise to the winner, should he be an Englishman, if one knew that he captured the trophy with the aid of British brains only."

MISS 1931'S MOTORCYCLE.

In these times of women's emancipation it seems a strange thing that, although every day there are more women motor-cyclists, no special machines are made for their use. "Carbon," the pioneer motor-cyclist who contributes to *Motor Cycling*, raises the point in the current issue when he says:—

"It is fairly safe to say that there are more women motor-cyclists at the moment than there

have ever been before, but I know of only one machine on the market built with an open frame to accommodate a skirt. Why this should be is difficult to understand.

"You will probably say that the modern short skirt does not demand an open frame. I, on the other hand, feel that it does, and, in any case, district nurses and women public officials in the country are not usually to be found in knee-length skirts and cannot be expected to wear breeches. Sex equality in this case has not come about."

CARS SUFFER FROM COLD,
TOO!

Many motorists, writes "Focus" in *The Light Car and Cyclecar*, make a mistake during the winter months in not blanking off a part of the radiator—a trick well known to most drivers of commercial vehicles, as anyone can see who keeps his eyes open. I have made a careful test recently of a car, first with the whole of its radiator exposed and afterwards with about one-third of the radiator blanked off with a piece of sheet aluminium. There was an improvement in petrol consumption when the aluminium sheet was in place of 23 m.p.g. averaged over 500 miles, and there was also a noticeable improvement in the general running. The oil consumption fell appreciably, however, which suggests that it is probably a better plan to blank off the upper part of the radiator than the lower part. After all, it is the cylinder block that needs keeping warm, not the sump.

Stop!

DON'T BUY A CAR
UNTIL YOU HAVE
SEEN THE NEW

FIAT 514

4 CYLINDER

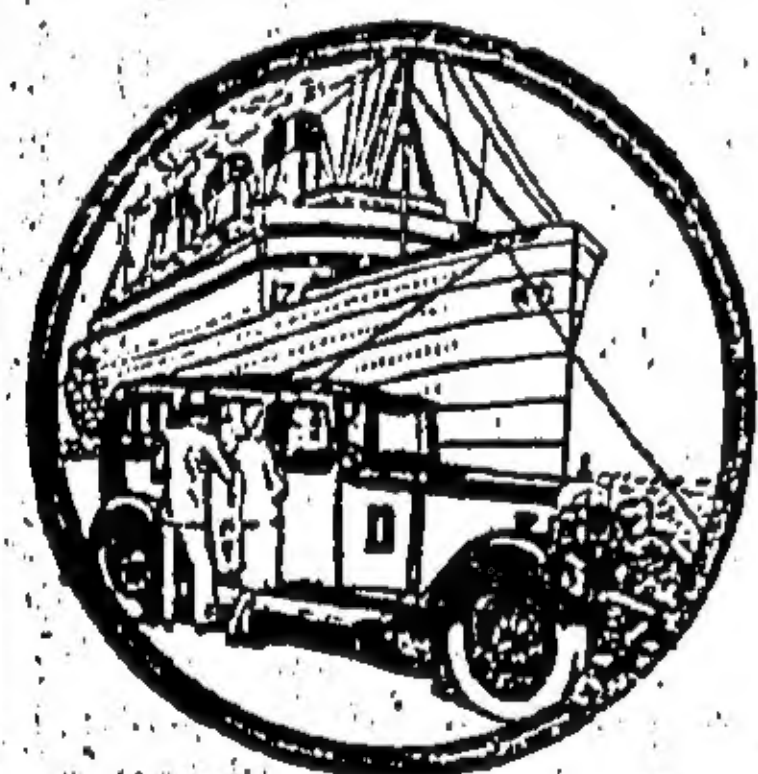
FIAT 521

6 CYLINDER

ARRANGE FOR AN EARLY DEMONSTRATION
AGENTS:

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Showroom: SPARE PART DEPARTMENT: Service:
FIAT GARAGE: OHINA BUILDING, 4TH FLOOR. LANCIA GARAGE:
350, Hennessy Road. TELEPHONE 22221. 348, Hennessy Road.

GOING
HOME ON
LEAVE?

If so, The following will interest you—

EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM
OVER EIGHTEEN MONTHS

To new car, say	£200. 0. 0.
Deposit—per quarter	50. 0. 0.
	£150. 0. 0.
Interest	15. 7. 6.
	£165. 7. 6.

Balance of £165. 7. 6. to be paid in 18 monthly instalments of £9. 3. 9.

To Deposit paid	£ 50. 0. 0.
5 instalments of £9. 3. 9.	45. 18. 9.
	£ 95. 18. 9.

FINAL ADJUSTMENT

To re-purchase price—65% of £200.	£130. 0. 0.
Rebate on interest	6. 8. 11.
	£136. 8. 11.
Less 18 instalments still due	119. 8. 9.
Cash handed to Purchaser	£ 17. 0. 2.

ACTUAL COST OF MOTORING FOR SIX MONTHS

To Deposit and five instalments paid	£ 95. 18. 9.
Thirteen instalments still due	119. 8. 9.
	£215. 7. 6.
Less re-purchase and rebate on interest	186. 8. 11.
Cost of motoring for six months	£ 28. 18. 7.
or £13. 3. 1. per month.	

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, more reasonably and more comfortably than by rail.

All our cars both new and used are sold under a repurchase guarantee.

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Studebaker

Free Wheeling!

PLEASURE CARS

HONG KONG DELIVERED PRICES.

STUDEBAKER SIX

R.A.C. Horse-Power Rating 25.4.
 Brake Horse-Power 70 at 3,200 Revolutions.
 Piston Displacement 205 Cubic Inches. Wheel-Base 114 Inches.
 Speed 60 M.P.H.

Model	Pass.	Net Weight	P.O.D. Factory Price	Packing Shipping Delivery	Hong Kong Cash Price
Roadster Regular—Wood/W	4	2,990 lbs.	G\$785	G\$820	G\$1,055
Tourer Regular—Wood/Wheels	5	2,795 lbs.	895	200	1,155
Coupe Regular—W/W-L/U	2	2,700 lbs.	845	310	1,155
Sedan Regular—W/W-M/U	5	2,190 lbs.	895	310	1,305
Coupe Sport—W/W-Mohair/U	4	2,850 lbs.	895	310	1,205
Tourer Regal—6 Wire Wheel-L/U	5	2,945 lbs.	995	260	1,255
Sedan Regal—6 Wire Wheel-B/U	5	3,085 lbs.	995	310	1,305

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$15, Bumpers \$20, Leather Upholstery \$20, Khaki Top \$25, 6 Wire Wheels \$45, Special Colour \$65, Tourist Trunk \$30, Set Cases for Trunk \$20.

DICTATOR EIGHT

R.A.C. Horse-Power Rating 30.
 Brake Horse-Power 81 at 3,200 Revolutions.
 Piston Displacement 221 Cubic Inches. Wheel-Base 114 Inches.
 Speed 65 M.P.H.

Coupe Regular—W/W Leather/U	2	2,955 lbs.	G\$1,085	G\$350	G\$1,435
Sedan Regular—W/W Mohair/U	5	3,085 lbs.	1,150	350	1,500
Coupe Sport—W/W Mohair/U	4	3,035 lbs.	1,150	350	1,500
Sedan Regal—6 Wire/W Bedford/U	5	3,220 lbs.	1,250	350	1,600

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$15, Bumpers \$20, Leather Upholstery \$25, 5 Wire Wheels \$30, Special Colour \$65, Tourist Trunk \$30, Set Cases \$20.

COMMANDER EIGHT

R.A.C. Horse-Power Rating 30.
 Brake Horse-Power 101 at 3,200 Revolutions.
 Piston Displacement 250 Cubic Inches. Wheel-Base 124 Inches.
 Speed 70 M.P.H.

Coupe Sport—W/W Bedford/U	4	3,390 lbs.	G\$1,585	G\$385	G\$1,970
Sedan Regular—W/W Upholstery/U	5	3,510 lbs.	1,585	385	1,970
Sedan Regal—6 Wire Wheel-B/U	5	3,650 lbs.	1,785	385	2,170
Brougham Regal—6 W/W-B/U	5	3,650 lbs.	1,785	385	2,170

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$20, Bumpers \$25, Leather Upholstery \$35, 5 Wire Wheels \$30, Special Colour \$65, Tourist Trunk \$30, Set Cases \$20.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 39.2.
 Brake Horse-Power 122 at 3,200 Revolutions.
 Piston Displacement 337 Cubic Inches. Wheel-Base 136 Inches.
 Speed 85 M.P.H.

Coupe Regular—Wood/W-L/U	2	3,985 lbs.	G\$1,850	G\$410	G\$2,260
Sedan Regular—W/W-B/U	5	4,220 lbs.	1,850	410	2,260
Roadster State—6 Wire/W-L/U	4	4,120 lbs.	1,950	350	2,300
Coupe State—6 Wire/W-B/U	4	4,190 lbs.	2,050	410	2,460
Sedan State—6 Wire/W-B/U	5	4,375 lbs.	2,050	410	2,460

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$25, Bumpers \$35, Leather Upholstery \$30, 5 Wire Wheels \$70, Special Colour \$75, Tourist Trunk \$30, Set Cases \$20.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 39.2.
 Brake Horse-Power 122 at 3,200 Revolutions.
 Piston Displacement 337 Cubic Inches. Wheel-Base 136 Inches.
 Speed 80 M.P.H.

Tourer Regular—W/W-L/U	7	4,115 lbs.	G\$1,360	G\$380	G\$1,740
Sedan Regular—W/W-B/U	7	4,350 lbs.	2,160	440	2,600
Tourer State—6 Wire Wheel-L/U	7	4,255 lbs.	2,160	380	2,540
Sedan State—6 Wire Wheel-B/U	7	4,510 lbs.	2,350	440	2,790
Brougham State—6 W/W-B/U	7	4,450 lbs.	2,350	440	2,790
Limousine State—6 W/W-B/U	7	4,570 lbs.	2,900	440	3,340

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$25, Bumpers \$35, Leather Upholstery \$30, 5 Wire Wheels \$80, Special Colour \$75, Tourist Trunk \$30, Set Cases \$20.

Equipment and Price subject to change without notice.

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Stubbs Road Garage.

Telephone 27779.

27-3-1931.

MOTOR NOTES.

FREE WHEELING IS HERE!

THE FAMOUS STUDEBAKER COMMANDER.

In the world famous Commander Eight, a motor-car seasoned and certified by millions of miles of service, Studebaker now offers new beauty, still greater power and speed, increased size, plus Free Wheeling—an epochal advancement in automotive engineering.

No other manufacturer in the world offers the thrill and thrift of Free Wheeling, under positive gear control. Devised and perfected by Studebaker, manufactured under Studebaker patents, Free Wheeling makes a car do things that seem like miracles, even to sophisticated automobile engineers.

Obedient Car.

The New Series Commander Eight is the most unfettered, yet most obedient car in the world—a car that literally floats along, in gear and fully controlled, yet free and silent as though there were no gears! And even when you are free wheeling your clutch is fully engaged and gears are in mesh. You change gears with silence, safety and precision, from top to second, back and forth, at forty, fifty, miles an hour—and never touch the clutch! In fact, you need never use the clutch except to start or back up!

Free wheeling is a new development in automotive engineering, and one of far-reaching importance. Here is no mere refinement, but a definite change in the application of power, which marks a milestone in motoring progress. For the first time in a motor-car you get the full benefit of momentum automatically. When your car has travelled 10,000 miles, your engine has "worked" only 8,000 miles.

Petrol Economy.

The instant you lift your foot from the throttle, no matter how swiftly you may be travelling, your engine drops to idling speed—momentum carries you along.

The economy of Free Wheeling is remarkable. You save 12 to 20 per cent. on petrol, 20 per cent. on oil—and the heavier the traffic, the greater the saving.

Gone entirely are the terrific reversionary strains thrown on rear axle, universal joints, clutch and gear-box of an ordinary car when you suddenly lift your foot from the throttle.

These decided advantages involve no change in present driving customs. You drive the New Commander just as you do a conventional car. But at least half the footwork of driving is gone.

You are ready in your new Commander Eight, for any emergency of traffic, on the instant. With Free Wheeling under positive gear control the full braking power of your engine is available instantly, at all speeds and in all gears—first, second, or top—wherever you desire to use it. The new Duo-Servo brakes provide a smooth and reassuring drop in speed—swift as your need dictates. No sudden grabbing—no swerving.

The new self-centering steering gear holds the course of the car true without your tugging at the wheel. The hard work that usually attends parking becomes but a memory. Tendency to "shimmy," a worry over since balloon tyres were introduced, is overcome by a new kick-shock device on the left front spring.

To complement and match the thrill and thrift of Free Wheeling, Studebaker engineering genius has overlooked no opportunity to bring the seasoned Commander Eight still nearer to perfection.

SURPRISE FOR LONDON MOTORISTS.

NO PRIVATE CARS IN CONGESTED AREAS.

It is announced that the Ministry of Transport are considering a plan for the regulation of all forms of motor transport in London. It is feared that the plan may prevent private motor-cars and taxicabs entering, and parking in congested parts of London at certain hours of the day.

Hints concerning the plan were made by Mr. J. S. P. Godsell, assistant secretary of the Roads Department of the Ministry of Transport, at a dinner in London.

"We cannot afford to widen the streets of London to-day," he said.

"But," he added, "all forms of London's vehicular traffic have to be subject to regulations owing to the development of motor transport—omnibuses, taxicabs and private cars, as well as motor coaches."

"Therefore, everybody's case has to be heard. All cases cannot be heard at one moment. It takes time."

Contemplating New Laws.

A newspaper representative who sought an explanation of the statement at the Ministry's offices in Whitehall was told:

"The Ministry are contemplating regulations in respect of private cars, taxicabs, and buses, in connection with the intense effort we are making to solve London's problem of congestion in the streets."

"As far as is known at the moment, these regulations are not likely to be identical with the proposed motor-coach but in Central London."

Mr. Godsell's statement was made at the first annual dinner of the Motor Drivers' and Coach Services Association, at which Mr. A. S. Cornyns Carr, K.C., proposing the toast of the Association, said that it was a body entitled to a respectful hearing in official quarters. It represented a new and remarkable industry.

The Puzzle.

Traffic authorities in London expressed themselves as puzzled by the Ministry's intentions concerning buses, private cars and taxicabs.

One official said:—

"Will the main feature of the contemplated regulations concern a time limit for traffic entering the busy congested centres of London such as the City and the West End?"

"And, if such a measure is in the official minds, will the consequent congestion on less important routes skirting the time limit area make the passage of traffic equally difficult?"

"Or is there to be a one-way route whereby traffic going west into London from the eastern suburbs must (in passing, for instance, the City) take a northern one-way route, and a southern one-way route when passing west to east, at all hours outside the possible time limit?"

"If this is the case, it is certain that the traffic affected will be private cars and taxicabs."

"It would mean that a City man would be forced to leave his private car or taxicab at certain times during the day, and catch a bus, or travel by tube to his office."

SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



ONE OF THE BITTEREST MOMENTS IN FRED PERLEY'S LIFE WAS WHEN HE GOT UP EARLY TO SHOVEL OFF ERNIE PLUMMER'S WALKS, AFTER THE RUMOR GOT ROUND THAT ERNIE HAD GONE TO BED WITH A BAD CASE OF GRIPPE, AND AS HE WAS FINISHING SAW ERNIE START OFF FOR THE STATION WITH THE CHEERY NEWS THAT IT WAS NOTHING MORE THAN A LITTLE HEAD COLD

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VISITORS TO THE UNITED KINGDOM.

OFFICIAL STATISTICS FOR THE YEAR 1930.

The Travel Association of Great Britain and Ireland states that the official return issued by the Home Office showing the numbers of foreign visitors landing at United Kingdom ports during 1930 reveal facts of great importance. The influence of world trade depression is shown by the fact that foreign visitors arriving on "business" declined by 5,000.

On the other hand it is encouraging to note that foreign visitors classified at the ports as "tourists and visitors on holidays" increased during the year by 7,474. This, it is now generally recognised, may be ascribed to the activity of the Travel Association and its members in making known to the world the attractions of Great Britain as a holiday resort.

As might be expected in such a year of declining world trade, the returns for the last three months of the year show marked declines in every section of foreign visitors. The "business" decline was 2,427, and even the holiday visitors fell off by 1,608, thus offsetting a gain of 9,478, registered in the first nine months.

The following three year totals show a gross decline in all classes of foreign visitors landing at United Kingdom ports of 2,002:—

1928	439,410
1929	457,414
1930	454,782

The following figures show an increase in holiday visitors only during the past year of 7,474:—

1928	224,815
1929	238,091
1930	245,965

Until the Home Office issues its detailed annual report it is impossible to state from which countries the increase in tourists and the decline in business visitors have come.

FILL YOUR FOUNTAIN PEN

and write a bit to
11, Loo House Street

BEFORE YOU SAY

and order the Weekly
Press to be sent to
you Overseas. It costs

\$4.50 FOR THREE MONTHS.

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GRAVE CENSURE OF LINER CAPTAIN.

"UTTERLY IMPRUDENT NAVIGATION."

HIGHLAND HOPE WRECK.

Grave censure of the Commander of the Nelson liner Highland Hope, which was wrecked on the Farilhoes rocks, off the Portuguese coast, last November, was expressed by the Court of Inquiry. Their findings:—Accuse Capt. J. J. Jones of "grave default" and "utterly imprudent and unseamanlike navigation."

Criticise the owners of the ship for employing a man as master who was too old; and

Find the conduct of First Officer H. H. Thomas in destroying a scrap log-book "most reprehensible."

The court, which was presided over by Mr. J. H. Harris, the metropolitan police magistrate, found that the stranding and loss of the ship were due to the failure of the master to navigate the ship with proper and seamanlike care.

The master was found in grave default, and his certificate was suspended for six months.

The court severely reprimanded the Chief Officer, Mr. Horace Hugh Thomas, for concealing the fact that he had brought the deck scrap log ashore, and for his conduct in subsequently destroying this log. He was ordered to pay to the solicitors of the Board of Trade £10 on account of the expenses of the investigation.

The court considered that the owners could not be absolved from all blame for this casualty, in that they employed as master of their ship a man whose age was such that he could not reasonably be expected to withstand the mental and physical strain involved in commanding a large and fast passenger vessel.

"Inexplicable."

In an annex to the report the President stated that the Court considered the navigation of the Highland Hope by her master from the time she ran into fog in the early hours of November 19 until she struck was of an utterly imprudent and unseamanlike character, and that the master must take full responsibility.

It seemed inexplicable that he should not have taken the elementary precaution of hauling the vessel out to the west as soon as she ran into fog, or of reducing speed and using the lead.

In reference to the chief officer's statement that he threw the deck scrap log into the Bay of Biscay,

the court considered that it was far more probable that he brought it home. Evidently he retained the documents for some time without disclosing the fact that he brought them off the ship.

The court found that his conduct was most reprehensible, and could find no extenuation for it, except the possible mistaken sense of loyalty to others.

Captain Jones, who is 75, is one of the best-known skippers on the Atlantic. His home is at Thames Ditton (Surrey).

A doctor's suicide by chloroform was described at an inquest at Herno Bay on Dr. William Sydney Herbert Briand, aged sixty-seven, who had retired from practice and lived at Recluse-road, Herno Bay.

The widow, Mrs. Annie Maria Briand, said that the doctor had been suffering from an internal complaint and had been confined to bed. She had arranged with him that he should have his bed in the lounge hall so that he could see the garden.

She went down to buy a bedstead, leaving him alone in the house, and on her return she found him lying dead on the floor of the lounge. He had taken two pillows, two elderdowns and a blanket from the bedroom and arranged them on the floor.

Dr. Malcolm Foster said there was a bath sponge which had been filled with chloroform in the lounge.

A verdict of "Suicide while of unsound mind" was returned.

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LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

N.Y.K. RATES.

REDUCTIONS OF JAPAN-
EUROPE SERVICE.

The N.Y.K. announce that, for the benefit of passengers travelling between the Orient and Europe during the off-seasons specified below, the N.Y.K. Line has made a substantial reduction in the 1st class passage fares on its Japan-Europe service, and also offers some special advantages to passengers.

The particulars are as follows:—
The newly established fares are applicable to the passage between the ports east of Hong Kong, inclusive, and ports west of Naples inclusive, in Europe (Naples is excepted in the case of passage from Hong Kong), during the seasons of July to December, inclusive, on the westward voyage, and of April to July, inclusive, on the eastward voyage on the Japan-Europe Service steamers.

The "C" rates, which have hitherto been applied only to the cabins on the C deck of the four steamers, Fushimi Maru, Suwa Maru, Kashima Maru and Katori Maru, will now be applicable to all cabins, irrespective of the positions of decks, of all the passenger steamers, including the "H" class ships, Hakone Maru, Hakozaki Maru, Hakusan Maru and Haruna Maru, but excluding the two new motor liners, Terukuni Maru and Yasukuni Maru, on the run, for which B rates are applied.

All extra charges for the rooms with private bath, superior rooms without private bath, single-berth cabins of all vessels, and cabins Nos. 10104 of "H" class steamers have been waived; but A rates will be applicable to the rooms with bath of Terukuni Maru and Yasukuni Maru; B rates for single-berth cabin on those ships and C rates for single-berth cabins on all other ships.

The newly-reduced and former first class "C" rates may be compared as follows:—
BETWEEN NANTES MARSEILLES LONDON
PORTS OLD NEW OLD NEW
Japanes 202 257 207 258 2102 250
Shanghai 87 84 82 86 97 85
Hong Kong No. 57 84 82 86

The revised rates will become effective from the date of the a.s. Hakone Maru sailing from Yokohama on July 13, on the westward voyage, and on the eastward voyage from the a.s. Kashima Maru sailing from London on April 10. By this arrangement made by the N.Y.K. Line, passengers to Europe will be able to make a more interesting and comfortable trip than by taking the Siberian route, and for almost the same amount of travelling expenses.

CHICAGO MURDER TRIAL.

GANGSTER CHARGED WITH
REPORTER'S DEATH.

Chicago, March 24.—In a crowded courtroom here to-day the State began a trial which is designed to avenge the death of Jake Lingle, Chicago Tribune reporter. Leo Brother, gangster who is alleged to have murdered Lingle, was placed on trial as all of the sensations of the case were recalled.

Several months ago Lingle, who was exposed after his death as a racketeer, was shot in a crowded subway tunnel. For weeks all efforts to apprehend his slayers were futile, but finally Brother was tracked down in Los Angeles and charged with the crime.

As the trial began to-day the Coroner revealed that at the time of his death Lingle wore a diamond belt buckle which is presumed to have been the gift of Scarface Al Capone, the premier American gangland leader, beer runner and racketeer. Lingle also carried a cheque for \$2,500 when he was shot to death, the Coroner said.

The first reaction to Lingle's murder was a wave of indignation. It was believed that Lingle had been killed because as a police reporter in Chicago he had incurred the enmity of gangland by telling the truth concerning crime conditions and the doings of the underworld.

Subsequently it was revealed that Lingle himself was a racketeer, that he was on intimate terms with many of Chicago's most feared criminals. Other instances of newspaper racketeering were discovered. Chicago crooks were rounded up by the score. There was a police department shake-up and the chief of the city detective force was forced to resign.

Newspaper publishers took the lead in cleaning out the gangland representatives on their staffs. They demanded a thorough investigation of the gangsters and their efforts to obtain protection, even to the extent of paying handsome sums to newspaper reporters.

Brother insists that he is not guilty of the Lingle murder. It is expected that in the course of the trial which opened to-day there will be revealed further evidence of the gangland influence.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report and local time.

1.30 p.m.—Rugby Press news.

2 p.m.—Close down.

5 to 7 p.m.—Chinese programme.

7 to 11 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.

7 to 7.36 p.m.—

Band Selections.

"La Benediction Des Poignards" (Meyerbeer).—Reg. Band of H.M. Grenadier Guards.

"Lo Here the Gentle Lark" (Bishop).—Reg. Band of H.M. Grenadier Guards.

"The Skaters" (Waldteufel).—Reg. Band of H.M. Grenadier Guards.

"The Sirens" (Waldteufel).—Reg. Band of H.M. Grenadier Guards.

"By the Blue Hawaiian Waters" (Kettelby).—Reg. Band of H.M. Grenadier Guards.

"Jungle Drums" (Kettelby).—Reg. Band of H.M. Grenadier Guards.

"Brevolte" (Tschakowsky).—Reg. Band of H.M. Grenadier Guards.

"Valse Creole" (Tschakowsky).—Reg. Band of H.M. Grenadier Guards.

7.36 to 8.20 p.m.—

Concert Items.

8 p.m.—Weather report, local time, etc.

Organ Solo—"Ballad Memories" (arr. Maclean).—Quentin M. Maclean.

Song—"The Kerry Dance" (Molloy).—Doris Yane (Soprano).

Song—"The Day of Biscay" (Cherry and Davy).—William Hazeltine (Tenor).

Song—"Tom Bowling" (Dibdin).—William Hazeltine (Tenor).

Octette—"Chant Sans Parole" (Tschakowsky, arr. Sear).—J. H. Squire Celeste Octette.

Octette—"Invitation to the Valse" (Weber, arr. Sear).—J. H. Squire Celeste Octette.

Song—"Roll On, Thou Deep and Dark Blue Ocean" (Dale and Petrie).—Norman Allin (Bass).

8.20 to 8.48 p.m.—

Orchestral.

"Light Cavalry Overture" (Suppe).—Court Symphony Orch.

"Mississippi" (Grofé).—Jack Payne and the B.B.C. Concert Orch.

"Sennen Cove" (Mayer).—Court Symphony Orch.

8.48 to 9 p.m.—

Selections from Musical Comedies.

"The Chocolate Soldier—My Hero" (Strauss).—Paul Whiteman and his Orch.

"The Merry Widow" (Lehar).—Paul Whiteman and his Orch.

"The Gold Digger's of Broadway" (Selections).—Regal Cinema Orch.

9 p.m. to 9.20 p.m.—From the Studio—Selected pieces by Professor Martinet on his "Martenot" instrument.

9.20 to 11 p.m.—

Dance Programmes.

Fox Trot—"Loving You the Way I Do."

Fox Trot—"You're Lucky to Me."

Fox Trot—"I Still Get a Thrill."

Fox Trot—"Just a Little Dance Mam'zelle."

Waltz—"You'll Never Realize."

One Step—"We've Got to Carry On."

Fox Trot—"Fr Instance."

Fox Trot—"I Love You So Much."

Fox Trot—"What a Perfect Night for Love."

Fox Trot—"Without My Gal."

Waltz—"It's for You."

Fox Trot—"Why Am I So Romantic."

Fox Trot—"A Slave to Love."

Waltz—"The Same as We Used to Do."

Fox Trot—"If I Could Be With You."

Fox Trot—"Roamin' Thru the Rosea."

Fox Trot—"Songs I Heard at Mother's Knee."

Waltz—"Down the Lane to Home Sweet Home."

Fox Trot—"Nobody Cares If I'm Blue."

Fox Trot—"Living a Life of Dreams."

Fox Trot—"I Want a Little Girl."

Fox Trot—"Okay Baby."

Waltz—"Wedding Bells Are Ringing for Sally."

Fox Trot—"The Little Things in Life."

Fox Trot—"What Good Am I Without You."

Fox Trot—"More Than You Know."

Fox Trot—"Never Swat a Fly."

Fox Trot—"Don't Tell Her What Happened to Me."

Waltz—"You Will Remember Vienna."

"God Save the King."

11 p.m.—Close down.

HIGH TIDE IN NEW ENGLAND.

HOUSES SWEEPED OUT TO
SEA.

New York, March 3.—While record high tides pounded the New England coast, doing extensive damage ashore, the north-east gale, which, in addition to the full moon, was responsible for them, caused trouble to shipping along the Atlantic seaboard.

The sea-going tow-bow Roger C. Sullivan, of the Great Lakes dredging and Docking Company, sank off New Bedford after her crew of eleven had found safety on the Hens and Chickens lightship. The Bermuda and West Indies liner Rosalind (2,300 tons), en route for New York, lost a propeller 200 miles south of Cape Race, and, while hammered by the gale, is not believed to be in immediate danger. Two ships were dispatched to give aid to the Rosalind, which carries thirty passengers.

Further south, near Frying Pan Shoals, vessels sighted the water-logged lumber schooner Emoret, of Baltimore, without signs of life aboard.

Ashore, it is estimated that more than £400,000 damage was wrought by the tide, which pounded summer residences, battered breakwaters, tore small craft from their anchorages, and isolated the towns of Nahant and Hull, suburbs of Boston. Plymouth Rock, on which, according to tradition, the Pilgrims first set foot, and which was moved to special keels, 35ft. above normal high water level, was submerged in the last two tides.

The Red Cross is caring for 300 families driven from home at various places on the Massachusetts coast.

ALLEGED POLLUTION OF A RIVER.

THOUSANDS OF DEAD FISH.

The killing of fish through the alleged pollution of the Ouse was the subject of an action in the High Court last month.

Mr. Charles Thurston Nicholls, of Claverton-street, London, S.W., sued the Ely Beet Sugar Factory, Limited, Wellington-street, Strand, claiming an injunction to restrain them from discharging from their factory at Ely into the River Ouse any foul effluent; from rendering impure the water between Littleport Bridge and Brandon Creek, and Medney Drove, Southey; and from causing injury to the fish or otherwise prejudicially affecting Mr. Nicholls's fisheries.

Mr. Nicholls also claimed damages for the injury alleged to have been caused by the pollution.

Mr. Gover, K.C., for plaintiffs stated that the river was one of the finest stretches of coarse fishing in the British Isle. Mr. Nicholls was the owner of two exclusive fisheries in the river, and he alleged that the company permitted to be discharged into the river quantities of refuse and effluent of so foul a character that it killed very many of the fish. Notwithstanding the serious nature of the nuisance no real attempt to remedy it was made until last year.

The river for ten or twelve miles was coated, so far as anything that stood or grew in it was concerned, with a thick growth of fungus. Thousands of dead fish came to the top of the water. At one time in 1929 the matter in the river was so solid that birds could walk about on it as if they were on land.

After the defendants had been prosecuted by the fishing authorities they made alterations in their plant and stated that they had spent £25,000 on improvements.

The company denied that they were responsible for the pollution.

Mr. Morton said it was vital to the company to resist the injunction. The factory was erected at Ely because it was the centre of the beet sugar district. In December, 1930, the company installed at considerable cost the very best means of dealing with the effluent. The hearing was adjourned.

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Don't envy the other fellow's appetite

Add a little Mason's 'O.K.' Sauce to that meal you can't eat. The 'other fellow's' enjoyment lies in a generous dash of 'O.K.' He knows what's good. Follow his example. Your appetite will be keener and your digestion will benefit.

Mason's **O.K.** Sauce

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"Lack of restful sleep

A MODERN MENACE"

... Doctors say

Too restless, too wakeful... many of us, say medical authorities, fail to get the rest we need.

Often sleep has not the calm, deep quality that leaves us thoroughly refreshed.

That is why doctors everywhere recommend a hot cup of Horlick's Malted Milk last thing at night. For Horlick's brings you sound refreshing sleep.

While you sleep, Horlick's abundant nutriment (derived from full cream milk and nutritive extracts of wheat and malted barley) supplies your body with fresh energy.

Start drinking Horlick's to-day. It is so easy to prepare and is specially tempting when made in a Horlick's Mixer. Dispensaries and grocers have Horlick's, plain or chocolate flavoured, in sealed glass bottles in four sizes. Also the Mixer. Horlick's Malted Milk Co., Ltd.

Representatives:
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A cup of Horlick's brings sound refreshing sleep.

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Plain or Chocolate Flavoured

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To-day to Friday

At 2.30, 5.10, 7.15 & 9.20 p.m.

We are proud to present
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All Talking, Singing, Colour
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ALF'S BUTTON

A Gaumont British All-Dialogue

Produced by W. K. KELLY

Directed by W. K. KELLY

Featuring

TUBBY EDLIN, ALF GODDARD

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Based on "W. A. DARLINGTON'S"

Famous Farce Extravaganza.

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His Voice Has Enchanted
The World!

RUDY VALLES

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MARIE DRESSLER

in

"THE VAGABOND
LOVER"

A Romance of Mirth and
Melody—Sensation on Radio
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COMING SOON

MARLENE DIETRICH
The New Screen Beauty
Whose Resemblance to
Greta Garbo is the Rage
of America in

He buried himself
alive in the Foreign
Legion to forget women
—like her!



Booking at Andersons and
the Theatre (Tel. 25720).

THE SILVER SCREEN.

KING'S THEATRE.

MONTE CARLO A SPLENDID
PICTURE.

The King's Theatre gave its
initial performance yesterday morn-
ing when the preview of the talking
picture, "Monte Carlo," was shown.
The sound effects were remarkably
good all tones were clear and
audible at all places in the theatre.

Preceding the feature picture,
there was a Paramount News Reel,
and a talking cartoon.

The feature picture, "Monte
Carlo," is the story of an im-
poverished continental countess
(Jeanette MacDonald), who leaves
her rich groom at the altar to take
a trip to Monte Carlo where she
gambles most of her small fortune
away and meets the hero of the
picture (Jack Buchanan).

The hero, in his efforts to meet
the countess, takes the place of a
hairdresser and in this position
gains the confidence of the countess
and persuades her to risk her few
remaining francs with him, on the
chance that he can win back her
fortune. At this point the rejected
bridegroom makes his appearance
and prevents the hairdresser and
countess from playing at the tables.

The countess, on the advice of her
maid, rejects the hairdresser but
later realizes that she loves him and
calls him back. The picture has, of
course, the usual happy ending.

The theme songs of the picture,
"Always in All Ways," and
"Beyond the Blue Horizon," were
well-received and have a catchy air.

The part of the countess is very
well played by Jeanette MacDonald.
Miss MacDonald has a very good
singing voice and is aided in the
lead by Jack Buchanan, the English
musical comedy star, who plays the
part of the hairdresser. The sup-
porting characters give the picture
the necessary touches of comedy,
which, with the musical scores and
the novel photographic scenes, con-
tribute to make "Monte Carlo"
probably the best talking-picture
that has yet appeared on local
screens.

The theatre is very well ventila-
ted and is comfortably cool, fresh
air coming in through ornamental
ventilators in the ceiling.

Rubber flooring and special pad-
ded walls make the theatre ideal for
the showing of sound pictures.

The velvet curtains and the
special imported asbestos curtain
give the theatre an artistic atmos-
phere and the lighting effects help
greatly in showing off the beauty
of the theatre.

The Western Electric and im-
proved Super-Simplex Sound Ma-
chines are of the latest type and
the first of their kind to be brought
into use in the Far East.

TROOPS ATTACK
THEATRE.GRAVESITUATION CREATED
AT HANKOW.FRENCH CONCESSION FORCES
MOBILIZED.

Hankow, March 25.—A tense
situation continued to exist in the
French Concession here to-day as
the result of last week's distur-
bances arising from actions of
Chinese soldiers at the Tien Sen
Theatre.

In many respects the Concession
resembles a war camp. Annamite
troops, with machine-guns and
armoured cars, are being held in
readiness to cope with possible
difficult situations.

Squabbles in Chinese theatres in
the French Concession in Hankow
are daily occurrences. On Satur-
day there was genuine alarm when
Chinese soldiers, armed with pi-
stols and bombs, were involved in a
scrimmage.

The soldiers attempted to invade
the theatre without having purchas-
ed tickets. When they were refused
admission they attacked the em-
ployees of the amusement house.
Stones were hurled at the theatre
and barbed wire barricades, erected
by French authorities between the
French Concession and Chinese
City, were torn down.

The police were powerless to cope
with the disorder and when the
rioting assumed a serious aspect the
French authorities issued an emer-
gency call, summoning the entire
military force of the Concession.

The Annamites, however, were not
sent to the scene of the trouble be-
cause of fear that an armed clash
would actually take place, with pos-
sibly serious loss of life. Chinese
garrison troops were called out and
order was restored.

But to prevent further outbreaks
the French authorities are holding
their forces in readiness.

KING'S THEATRE



Showing daily at

2.30, 5.10, 7.15 & 9.30.

Booking at ANDERSON'S

and at the THEATRE

Phone 25313.

IT'S an Ernst Lubitsch Production.

"MONTE CARLO"

with

JACK BUCHANAN and

JEANETTE MacDONALD

A Paramount Picture.

PRICES

Loge Seats\$2.20

Dress Circle\$1.70

Back Stalls\$1.10

Front Stalls50

Including Tax.

CLASSIFIED ADVERTISEMENTS.

PREMISES TO LET.

ATTRACTIVE Three and Four
Roomed FLATS in HUMP-
REYS and CARNARVON BUILD-
INGS, Kowloon. All Modern Con-
veniences. Also Six Roomed HOUSE
in MINDEN AVENUE.—Apply HUMP-
REYS ESTATE & FINANCE CO.,
LTD., ALEXANDRA BUILDING. [243]

TO LET.—GROUND FLOOR of
No. 84, DES VOEUX ROAD
CENTRAL. At present in the Occupation
of the NETHERLANDS INDIA COMMER-
CIAL BANK. Available from 1st APRIL,
1931.—Apply to DAVID SASSOON
& Co., Ltd. [10268]

TO LET.—PRINCE EDWARD
ROAD, Kowloon. 4 Roomed
FLAT with All Modern Conveniences
and Garage.—Apply to: CREDIT
FONCIER D'EXTREME-ORIENT,
4th floor, FRENCH BANK BUILDING. [286]

TO LET.—From 1st APRIL, 1931.
GROUND FLOOR, No. 3,
CAMBAT BUILDING (302, Nathan
Road), Kowloon.—Apply to: CREDIT
FONCIER D'EXTREME-ORIENT,
FRENCH BANK BUILDING (4th floor). [411]

WANTED.

WANTED TO BUY.—SMALL
PUP or PUPS. Good Home.
Price must be Moderate. Please write
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FOR SALE.

ROTARY DUPLICATOR. Fitted
with Detachable Ink Fountain,
FOR SALE Cheap. Machine in
Excellent Order, Complete with Cover,
Supplies, etc. Demonstration Before
Purchase.—Write to Box 480, c/o Hong
Kong Daily Press. [480]

PHOTO ENLARGER, Nova No.
9, Taking Negatives up to Post-
card Size. Trylor 88 Lens (H.
Roussell, Paris), Red Leather Bellows,
Condenser, Lamp, etc. Condition
Same as New.—For Inspection and
Price Apply to Box 481, c/o Hong Kong
Daily Press. [481]

500 (FIVE HUNDRED) TONS
—WHITE FLINT CUL-
LET FOR SALE. Please reply Box
No. 461, c/o Hong Kong Daily Press. [461]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

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MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps
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Please insert.....times. Enclosed.....in payment.

Signature.....Address.....

Address.—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Ice House Street, or P.O. Box 1.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"SAY IT WITH SONGS."

Al Jolson sings to the unseen
millions in "Say It With Songs,"
Warner Bros. latest all-talking, all-
singing picture which comes to the
Queen's Theatre on Sunday.

As Joe Lane, radio entertainer,
the star has many opportunities to
sing—which he does not only for the
broadcasting station, but from pris-
on where he is sent as the result of
an fatal accident.

Jolson does not resort to burnt
cork in "Say It With Songs,"
since his audiences supposedly
never see him. Although he sings a
group of songs that will be heard
around the world, he plays the part
of a man who considers himself a
hopeless failure. "Say It With
Songs" is the most tenderly
emotional of all Jolson's stories.

It was written by Darryl Zanuck
and Harvey H. Gates and the talk-
ing scenario is by Joseph Jackson.
Davey Lee, four-year-old baby star,
again shares honours with Jolson
in a cast which includes Marian
Nixon, Holmes Herbert, Kenneth
Thompson and Fred Kohler.

CENTRAL THEATRE.

"ALF'S BUTTON."

"Alf's Button," an exhilarating
talkie version of W. A. Darlington's
famous farce extravaganza, is
the biggest and most successful
British effort to date to present a
"super" comedy in dialogue and
music and with scenes in colour in
short, in that lavish manner which
ensures a picture's popularity with
the public.

Rarely in a British film has such
a galaxy of stars been got together.
In the lead there is Tubby Edlin,
who contributed so largely to the
widespread success of the stage play
in London and the provinces, and
chief in support is Alf Goddard,
the foremost Cockney screen com-
edian. Nora Swinburne, Polly Ward
and Humphrey Wright are others.

"Alf's Button" started its run
at the Central Theatre yesterday in
packed houses. It is a purely
British production and therefore
everybody in this colony should pay
a visit to the Central Theatre to
see it.

WORLD THEATRE.

"RAFFLES."

No longer is Ronald Colman the
sad, silent lover of other days. A
figure of humour, of romance, of
adventure has sprung up to replace
the long suffering one. That this
change has been justified is attested
by the tremendous reception given
the star's first two talking pictures
both of which feature Colman's new
screen personality. "Raffles," the
famous star's latest vehicle, which
comes to the World Theatre on
Saturday, is the outstanding mani-
festation of his new spirit.

NEW SELF-RIGHTING
AEROPLANE.SUCCESSFUL TEST OF
ITALIAN MACHINE.

Teramo, Italy, March 25.—Ex-
ports of the Air Ministry of the
Italian Government were engaged
to-day in testing a new type of self-
righting aeroplane at the Forso
Vibrata Flying Field here.

The newest contribution to the
science of aeronautics was designed
by Sgr. Fernando Bernasconi. The
inventor claims that the craft he
has designed will right itself in any
position. It is capable of so doing
Sgr. Bernasconi claims, whether or
not the engine is running.

With its engine cut off or even
without an engine, Sgr. Bernasconi
said to-day, the new aeroplane can
fly from 80 to 100 kilometres at an
altitude of 2,000 feet before being
forced to land.

Experts assigned to test the new
invention by General Italo Balbo,
Minister for Air, are represented
as being intensely interested in
Sgr. Bernasconi's aeroplane. If
his claims are substantiated, they
believe, a new era of safety will
have dawned for aviation. Details
of the apparatus or theory used
in stabilizing the Bernasconi in-
vention are being kept secret.

LAUNCH OF FERRY BOAT.

AT MESSRS. W. S. BAILEY'S
YARD.

Messrs. W. S. Bailey & Co., Ltd.,
have launched from their Yard at
Kowloon a steel Ferry Boat of 60
feet to order of the Hong Kong &
New Territories Ferry Co., Ltd. the
vessel being fitted with Gardner
Engines 152 Horse Power and the
construction supervised by Messrs.
D. A. Purves & Co., Consulting
Engineers to the Owners.

QUEEN'S

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

RIVALS THE RAINBOW IN
COLOR! THRILLS WITH
ITS RADIANT BEAUTIES!

"GOLD
DIGGERS OF
BROADWAY"

100% VIBRANT COLOR
TALKING
DANCING
PICTURE



WINNIE LIGHTNER
CONWAY TOLSON
NICKY LUCAS
NANCY WILCOX
ANN PROCTOR
CHORUS OF 100
DANCING BEAUTIES

Produced by
LARRY SEGALL
ROY DEL RUTH

ADDED ATTRACTION—

"CONGO JAZZ"

LOONY TUNE CARTOON

NEXT CHANGE

HERE IS WHERE YOU
LAUGH AND CRY WITH
"AL" AND HIS SONGS

AL JOLSON

"SAY IT
WITH SONGS"

With Davey Lee

Marian Nixon | Kenneth Herbert
Holmes Herbert | Fred Kohler
Directed by LLOYD BACON

"You Ain't Heard
Nothin' Yet"—Until
You Hear Jolson Sing
New Songs "to His
"Little Pal."

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You have to dress cleanly and well to enjoy tennis and its social opportunities. Yet you need not dress expensively. Good flannels and blazers, scarves and sweaters can be obtained without undue outlay—and this we are well prepared to demonstrate. Our prices indicate the reasonableness that can be exercised in your purchases without sacrifice of quality.



Mackintosh's



PUDLO
BRAND
CEMENT WATERPROOFER

TEMPORARY REMEDIES

for dampness are never cheap. In a few years, they cost more than a really permanent and entirely satisfactory treatment with Portland Cement and 'PUDLO' Brand Waterproofing.

A booklet, in English or Chinese, describing the uses of 'PUDLO' will be gladly sent on request, by the Sole Agents for HONG KONG and SOUTH CHINA:

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WHITEAWAYS

STOCKTAKING THROW-OUTS.

250 PAIRS

MEN'S BOOTS AND SHOES.

Stocktaking revealed a lot of odd numbers, sizes, and samples, which we have decided to clear entirely from our stock and are pulling them out TO-DAY at LESS THAN

HALF PRICE

COME EARLY FOR FIRST CHANCE

These Bargains Can Never Be Repeated.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

CHINA PROVIDENT COMPANY'S FUTURE.

OPTIMISTIC VIEW OF THE BOARD: BIG OVERDRAFT WIPED OUT.

LIQUIDATION OF FROZEN LOANS: DEVELOPMENT PLANS.

Speaking from the chair at the annual general meeting of shareholders of the China Provident Loan and Mortgage Co., Ltd., yesterday, Mr. C. A. da Rosa intimated that the liquidation of frozen loans had been carried to such a stage that, in the opinion of the Board, the Company's affairs have at last been put on a firm standing again.

The proceeds from the new issue, together with the sum realised from liquidation of loans, have been applied to repayment of the Company's overdraft which a year ago stood at nine lakhs and which has now entirely disappeared.

THE CHAIRMAN'S SPEECH.

Addressing the meeting, the Chairman said:—

Your Board regret that the Company's main item of revenue, namely, the operation of the godowns and shipping work connected therewith, shows a considerable falling off during 1930, due to causes I will mention later, but this reduction was met to a very large extent by economies in working, reduced interest charges, and also by revenue obtained from the foreclosed properties in Mongkok and Aberdeen taken over from the mortgagors.

The net result for the year is a profit of \$54,827.10. Competition was unusually keen, due to the dearth of large cargoes, and new business proposed to us was contingent on a cut in rates which could not be accepted. This competition came from what might be described as the "free lance" concerns, but we managed, nevertheless, to retain the business of our supporters.

The Low Dollar.

Business conditions during the year under review were much below normal, and a drop in the revenue compared with 1929 had been anticipated by the Board. This expected reduction which, as a matter of fact, was not as great as anticipated, may be attributed to the continued and unprecedented fall in exchange throughout the year, accompanied by the inevitable reduction in the purchasing power of the dollar which disorganised business at regular intervals, resulting in a decreased volume of importation of those commodities on which we rely largely for the bulk of our business.

In both sugar and flour imports, though to a lesser extent in the case of the latter article, the factor which appears to have been the chief cause of the decrease has been the hand-to-mouth buying by both merchant and consumer, which has characterised the year's trading; as a result of this, the heavy deliveries to buyers made ex-ship, and even ex-lighter alongside our godowns, have deprived us of earnings in storage.

New Tariff On Imports.

The uncertainty which prevailed as to the date of the application of the new Tariff on imports into China was responsible for the frequent exercise of options by consignees on cargoes originally intended for this Colony, resulting in shipments being carried on to the Northern ports; this was particularly noticeable towards the end of the year under review, when every endeavour was made to effect imports into China on the basis of the old tariff.

Conditions in the flour trade were no better, for in the majority of cases merchants imported sparingly, merely for the purpose of maintaining particular brands and makes in the market whilst awaiting an improvement in trade generally. As a consequence, the quantities handled during the year were considerably less than those for 1929.

In general cargo, imports were maintained at the level of the figures for 1929, and in certain specialised lines an increase has been recorded. Arrangements have been made for the storage of bonded cargoes in accordance with Government requirements and it is possible that further bonded storage spaces will have to be provided for during the current year to meet the demand which has increased largely of late.

High Taxation.

Expenditure has been kept down to a minimum, but in regard to rates and taxes, which form a most important percentage of our working costs, your Board is of the opinion that the assessment now levied upon us is excessively high, and might be equitably reduced, having in mind the services which some of our godowns do not enjoy to the same measure as other buildings charged at the same rate, in particular as to water.

Turning to the balance sheet, gentlemen, your Board is happy to place before you a statement which records a greatly improved position as regards its commitments. Liquidation of frozen loans have been carried to such a stage that your Board is of the opinion that the Company's affairs have at last turned the corner.

Under loans, after eliminating the transfer of \$190,719.82 to Property Account, representing the properties at Aberdeen and Mongkok, both of which are revenue-earning, the total liquidated is nearly \$210,000, and of the balance outstanding under this head at December 31, 1930, viz., \$254,592.74 (compared with \$272,962.16 in 1929), a further sum of \$65,000 has been realised since the date of the balance sheet.

Overdraft Wiped Out.

Investments in the sum of \$123,870 are represented entirely by our holding in the Sandakan Light and Power Co., Ltd., in reference to which a note has been inserted in the balance sheet giving the market valuation at \$296,712. How far this valuation may be realised when applied to the large block we hold is a matter for conjecture on which the Board is naturally reluctant to express an opinion. The increase in Property Account has already been explained, but it remains for me to add that the Company's godown properties have been efficiently maintained entirely out of revenue.

In July last year, the Board sought and obtained the authority of the shareholders for an increase in the Company's authorised capital by the creation of 300,000 new shares of \$5 each of which 294,789 shares of \$2.50 paid up were offered and taken up by shareholders and the underwriters of the issue. The proceeds of this issue, together with the sum realised from the liquidation of loans, were applied towards repayment of overdraft with our bankers which a year ago stood at almost \$9 lakhs, but has now entirely disappeared. The balance sheet before you records a credit balance with our bankers for the first time in several years.

Future Prospects.

We have considered it advisable to show the adjustments made in our Reserve Accounts by including in the published account a statement in detail in which there is only the item of underwriting commission \$28,507.73 to which special reference need be made. This sum might quite reasonably have been spread over a number of years, but your Board decided to extinguish the charge completely in the accounts for 1930. You will remember this Reserve Account was created at the time when the Company's finances were reorganised, and it has naturally been a fluctuating account since; as far as can be ascertained there will not be any need to draw on the Reserve Account beyond a sum approximating \$70,000 in further liquidation of loans, thus leaving the eventual balance of the Reserve Account at the substantial figure of \$600,000.

As to our prospects for the present year, beyond stating that the first three months have been encouraging, it is impossible to forecast likely storage business, having in mind its close connection with exchange, which seems to be the factor determining the volume and freedom of imports.

Values of Property.

Your Board is considering the development of some of our properties as Chinese dwellings which promises to give a return more commensurate with the admitted values of property at West Point. The business of loans on produce which, from lack of funds could not be considered before, will engage the attention of the Board this year, and it is expected to capture some of the business which now goes to competitive concerns granting this facility.

The dividend which the Directors propose is small, but it is the first distribution made in five years, and (Continued on next column.)

UNION WATER-BEAT COMPANY.

REVIEW OF PAST YEAR'S ACTIVITIES.

INVESTMENTS APPRECIATE.

The annual general meeting of the Union Waterboat Company was held yesterday when Mr. J. P. Warren presided. Supporting him were:—The Hon. Mr. C. G. S. Mackie, Messrs. A. van Gelder, T. Yamamoto, R. G. Shewan (Consulting Committee) and D. E. de Souza (Secretary), while shareholders present were:—Messrs. E. Eara, F. Stevenson, A. L. Shields, C. van Epps, O. Ribeiro and L. G. S. Dodwell.

The Chairman's Speech.

Addressing the gathering, Mr. Warren said:—

After transferring \$25,500 from investment fluctuation account, to profit and loss account, writing off \$17,401 towards depreciation of boats, and adding \$13,500 to insurance fund to cover the Company's proportion of insurance on the increased value of boats in dollars on account of the fall in exchange, the profit for the year is \$41,160.02 which, with \$4,530.13 brought forward from last year, makes a total of \$45,690.15 for appropriation.

It is proposed to deal with same as follows:—

To pay a dividend of \$1.25 per share on 27,723 shares absorbed	\$34,653.75
To pay a bonus of 25 cents per share	\$6,930.75
Carry forward to 1931	4,114.65
	\$45,690.15

Investments, you will be pleased to see, have appreciated by \$64,472.50, and in addition to the \$25,500 transferred from this account to profit and loss account, a further sum of \$61,897.00 has also been transferred to reserve fund, in anticipation of requirements in connection with the issue of bonus shares.

Investment fluctuation account now stands at \$68,927.40 which is considered a conservative figure. Your fleet has been maintained in a high state of efficiency and it has now been decided to add to same by building another waterboat fitted with a full Gardner Diesel Engine, and the latest up-to-date pumping equipment.

The amount of water supplied in the harbour was about the same as last year, but our overhead has naturally gone up as a result of the fall in the value of the dollar, the chief items being, salaries, coal, paint and fuel oil, and in addition to this we had to bear the extra expense of a substitute for our superintendent who was absent on home leave.

The report was seconded by Mr. Van Epps and was carried unanimously.

We trust it will meet with your approval.

I now formally propose that the report and accounts for the year 1930 be presented to you, and the proposed distribution of profits, namely, the payment of a dividend of 10 cents per share on the fully paid up shares and of 1½ cents per share on partly paid up shares, be adopted and passed.

Mr. H. J. M. Figuerido seconded the report, and Mr. W. Morley enquired as to whether the Company's godowns could not be rented to bring in a better return.

The Chairman pointed out that nobody could make a profit from them, but if business was bad and there was a demand for godowns, the Board would assuredly consider taking that course. In any case, the Board would consider Mr. Morley's suggestion, though he would point out that in his (the Chairman's) speech, he mentioned that plans had already been advanced for the conversion of some of the godowns into Chinese dwellings, in order to obtain a better return.

The report and accounts were subsequently unanimously adopted. Mr. W. Morley proposed, and Mr. A. V. Soares seconded, the re-election of Mr. C. A. da Rosa and Mr. N. V. A. Croucher to the Directorate, and, on the proposition of the Chairman, seconded by Mr. S. M. Churn, Messrs. Linthead & Davis, and Messrs. Percy Smith, Seth and Fleming were re-appointed auditors.

Mr. C. A. da Rosa presided and was supported by the Hon. Mr. J. P. Braga, Messrs. A. L. Alves, T. B. Wilson, S. M. Churn, P. M. Churn, P. M. Hodgson, N. V. A. Croucher and Li Tao Ping (Directors), Mr. D. L. King (Secretary), and the following three shareholders—Messrs. W. Morley, H. J. M. Figuerido, and J. A. V. Soares.

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CLINKER
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Ask for our illustrated Catalogue—Compare our Prices and inspect our wide Range of Samples

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DODWELL & CO., LTD., Agents, Hong Kong.

YOU WILL WANT A NEW FROCK FOR EASTER!

We have just received some very charming Frocks for Easter which we would like to show you.

Beautifully cut and very reasonably priced, they will, we are sure, please you immensely.



**GRAY'S
YELLOW LANTERN
SHOPS**

WATSON'S Corner, Chater Road.

COLD STORAGE



Security
at 20 Cents Per
Cubic Foot
Per Month.

FURS ARE A LUXURY
CARE FOR THEM
OVER THE SUMMER

For Further
Particulars

Apply



The Dairy Farm, Ice & Cold Storage Co., Ltd.

"THIS SILVER BUSINESS"**MR. C. CHAMPKIN DISSECTS THE CHINESE TAE.****HILARITY AT THE ROTARY CLUB MEETING.**

One of the wittiest addresses delivered at the local Rotary Club was given yesterday by Mr. C. Champkin, who chose for his subject "This Silver Business."

Mr. Champkin threw his audience into roars of laughter with his observations on the Chinese tael. The address, however, was not without its serious side and the speaker gave his hearers a good insight into the problem confronting those who have to deal with the currency problem in China.

CURRENCY COMMISSION WELCOMED.

Mr. Champkin's address was as follows:—

About sixteen years ago when I was manager of the Mercantile Bank here, a gentleman from Canada asked me if I would co-operate with him in founding in this Colony a Rotary Club. I told him that if it had anything to do with roundabouts or horses he could count on me, but that I had no interest in folk dancing. Those were the days when the Rotary Clubs were in their infancy. I was transferred to Shanghai and so far as I know the whole thing lapsed. The gentleman from Canada has probably not returned to Canada and I do not doubt for one moment that he is still a gentleman. But when I look upon this assembly I feel a kind of unconscious satisfaction in the reflection that I stand, as it were, in *loca parentis* to all of you. If it were not so, I would never have dared to talk to you, at literally a few hours' notice, at the urgent request of my friend, Mr. Shields.

It is no less a bold venture on your part than a compliment to me that you should have asked me to address you on this silver business. I shall try, with some pretence at originality, to deal lightly with what is, at best, no very light affair, and owing to the limitations imposed upon me by the very brief notice you have given me, I shall necessarily have to deal with it in a very sketchy manner indeed.

Shortcomings of Silver.

Economists have had a good deal to say about the shortcomings of silver, but they have been tactfully silent as to its peculiar disability as a graceful topic of interest after an excellent dinner. We are not, however, altogether wasting our time in examining some aspects of it, because we are now finding out that we have a great deal to learn about silver—almost as much, in fact, as we have latterly found it convenient, or expedient, to forget about gold.

Let me say that the last time I had the honour of addressing a Rotary Club, I spoke on the Boy Scout Movement, a subject I was ill-qualified to expound, as what I knew of it entirely concerned other people's scouting. Similarly, I had better make it clear at once that what I know about currency entirely concerns other people's hoards.

Still, the fact that one has no personal knowledge of a subject is no good reason for neglecting to be informative about it. Certain it is that the average man lives somewhat vicariously in the sense that his interests are very intensively other people's interests. It is, in fact, becoming increasingly difficult to mind one's own business.

In so far as the average man is affected by metallic reserves, they are entirely impersonal in origin. He seldom sees a gold piece, and what he sees of silver in China is a very imperfect view of what silver actually is. He scarcely ever gives a thought to those mental processes in others that act directly upon the bullion markets of the world and react, very indirectly sometimes, none the less markedly, upon his own most intimate affairs.

If he is so far removed from the average man as to own a house on the Peak he will be mildly interested to know that the discovery of a new goldfield in South Africa announced in this morning's paper will almost certainly enhance the value of all those "Bay Views," "Buena Vista" and other euphoniously named residences that excite our admiration and envy in the course of our upland walks.

At Sin Decides.

If he is contemplating retirement after long years of honest toil or exchange broking, he may, not unreasonably be perturbed by the thought that he will have to get down his wine bill in his old age. If Ah Sin of Shanghai decides, for some incomprehensible reason, to buy gold bars on the Kiukiang Road Exchange.

Whatever effect this association of ideas may have upon his mind, he is not likely to derive any consolation from the fact that Ah Sin has no use at all for the gold he buys and has no intention whatsoever of paying for it. Nor will he be deeply moved to learn that by a very fortuitous circumstance the seller has no gold to dispose of and would be vastly amused if he was called upon to deliver it. A transaction, however, that pre-occupied any other state of affairs would be regarded in Kiukiang Road as a slightly improper joke.

These considerations, of course, are rather apt to perplex the worthy citizen who thinks conventionally and who very properly, though unprofitably, draws a distinction between the actual buying of gold and the theoretical selling of silver. Perhaps we may better put it in this way—that the comparative higher ethics of bullion demand this distinction whereas the superlative Shanghai higher ethics do not.

It is all rather puzzling, but there is no need for us to bother very much about gold at present. A considerable Colonial Office may give us cause to corrugate our brows over the subject rather sooner than we expect, so we may as well conserve our mental energy and let our views mature.

Surer Ground.

When we get to silver we are on surer ground. We know what we are talking about! We are dealing with something that we understand, because, for so long as we can remember, we have been on a silver basis except for the time that we have been on a bank-note basis. We know that the truth about silver is bar silver, just as we know that the real truth about it is sycee and the really real truth about it is the Tael, that every textbook on Currency assures us is not a coin, but a Chinese ounce of silver. Except for the fact that it is not a Chinese ounce, that it is a coin and that nobody quite knows how much of it is silver, the description is accurate enough, but it calls for amplification.

You will understand that when I refer to the tael I mean the monetary tael that dominates the trade of China and that in turn is overwhelmingly dependent upon, or overwhelmingly influences, the price of silver. I mean the tael that, as I shall presently explain, has confounded Euclid by demonstrating that things that are equal to the same thing are by no means equal one to the other—thereby undermining the very foundations of pure mathematics and consequently disproving the Einstein theory, that, by the way, originated in China.

Before we can consider silver as a tael we have necessarily to put on record certain theories or conventions that are by general agreement accepted as facts, whether they are so or not. Nobody knows who propounded these theories. Who was it, for instance, who first decreed that 88 Taels of sycee 935 fine should equal 100 taels of account? Was it the man who invented interest? Nobody knows! On what logical basis is the whole inexplicable huggor-muggor of Chinese standards and values founded? Nobody knows!

Instead May Understand.

But those who would lightly condemn a currency system, because nobody knows who founded it, and because only Einstein and myself understand it, may well reflect that China stands alone as the greatest nation of the Allied and Enemy States that did not tamper with its tokens nor palter with its principles during the great trials of the War and the greater trials of the Peace. They may well reflect that China never sold the tael to serve the hour and that it was to silver-using China that India turned to save her gold standard from collapse during the dark days of 1916.

There has been no time within the memory of man when the tael has been other than an honest token—or as honest as could reasonably be expected. There has been no time when a man that possessed a tael of account could not exchange it for a tael of silver. I am not here as a protagonist in the gold versus silver controversy, but I have grave doubts as to whether a system that in less enlightened countries provides credit in exchange for paper would be readily acceptable in China, whose people, numbering one-fifth of the population of the World, have an age-long preference for the simple and more or less honest usages of the cash shops that call a tael a tael, and do not write it down by fifty per cent, and call it a franc.

Boquet to the Tael.

Now, having handed this bouquet to the Tael, let us see how it establishes itself on a sterling basis, having regard to the sterling price of bar silver that, as we have pre-supposed, is the truth about silver. Here let me add that somebody is sure to point out that my calculations are wrong. I will anticipate this objection by frankly admitting that they are wrong, but they were right the day before yesterday, or whenever it was that I made them. They will invariably be wrong when they are checked, but they would invariably be right if they were checked at some other time. This peculiarity is one of the minor eccentricities of the tael that I am not taking into account.

Theoretically, a monetary tael of the conventional fineness of 935 is said to equal in value a Chauping weight tael of silver 910.2/3 fine—or, to put it in another way, a thousand Chauping weight taels of silver 935 fine are worth 1073.3 monetary taels. The Chauping tael is based on the Canton tael that is taken to weigh 370.84 grains, though in fact its weight is slightly more. One hundred Canton taels are taken to equal 102.3 Chauping taels, so that a Chauping tael weighs approximately 555.7 grains—at least it does when the mint shops buy silver. When they sell silver they reckon that a hundred Canton taels equal 102.4 Chauping taels. The discrepancy is very slight, but it is not the only slighter by the practice that of taking a set of scales and another set for weighing. How the buyer and the seller adjust these discrepancies between themselves is one of the unsolved mysteries of internal bullion operations in China that no foreigner can hope to understand.

Tael is a Coin.

I have said that the monetary tael is a coin because I possess several of them that I keep by me to confound the experts who persist in denying that the tael has any corporate entity. Still, we know that although it exists as a coin and as a banknote, it is for all practical purposes a conventional unit of account that serves merely as a medium for the adjustment of book balances through its theoretical relation by value to sycee. Actual settlements in silver are made by transfer of shoes of sycee—called "shoes" because they are about the size of small bricks and are shaped like sampans.

We have now got to the stage where we can claim some intimate acquaintance with the monetary tael because we have established its apparent parity with its parent sycee, but bearing in mind the pitfalls that lie in wait for the unwary in China, we shall find it instructive to take an actual shoe of sycee, to work out its value in monetary taels and to see whether that value conforms with certain other theories and conventions that govern monetary taels *vis-à-vis* sycee. We shall, in fact, put old Euclid to the test and find out whether things that are equal to the same things are necessarily equal one to the other.

Let us take a shoe of sycee. We do not know what its weight is, nor do we know its fineness, because we have neither weighed it nor assayed it, but we have every confidence in it, because it has been passed as a good honest tender by a Kongku. A Kongku is a kind of public auctioneer in Shanghai to whom all shoes of sycee are sent by the mint shops to be attested before being put into circulation. He is appointed by the mint shops and is thoroughly trustworthy, though, like the rest of us, he doubtless recognises that business is business. He tests each shoe in a perfunctory way with a touchstone, but judges it principally by "look see," a method that is probably more reliable than the touchstone. He marks in ink on each shoe his opinion of its weight and fineness.

"Shoe" Markings.

We find that this shoe has markings—that the unsophisticated might mistake for a Chinese number—that indicate its weight as fifty Chauping taels and its fineness as 935 premium. This is the premium per shoe, not the premium per cent.

This particular shoe, as it happens to weigh exactly fifty Chauping taels, saves us some mental arithmetic as we are able to double the premium and say it is 5.33 per cent, premium over what may be termed standard sycee.

I have already referred to the convention that 88 Chauping taels of sycee 935 fine are equal to 100 monetary taels of account and it is in this fineness of 935 that the Kongku takes as his standard. If, therefore, we add to the standard 5.33 per cent, we shall find that this shoe is 935.3 fine.

Now, if we want to ascertain its value in monetary taels we take its weight 50, add its premium 2.69, multiply by 100 and divide by 93. This gives us 53.703 and if 50 Chauping taels of Sycee 935.3 fine are worth 53.703 monetary taels then a simple calculation leads us to the conclusion that a thousand Chauping taels 935 fine are worth 1074.03 monetary taels as against the convention that they are equal to 1073.25. A very trifling difference indeed but we find these trifling differences at every one of the several stages of the evolution of bar silver into monetary taels.

So far we have dealt only with the conversion of sycee, but we have to bear in mind that sycee itself is an evolutionary product of bar silver. The mint shops take a fixed rate for the conversion of bar silver into monetary taels payable in sycee. They pay in sycee or did until recently, 110.00 monetary taels for 100 Canton taels weight of bar silver 998 fine.

In considering this convention we have to remember what I have already stated, that when they buy the silver they reckon 102.3 Chauping taels are equal to 100 Canton taels. When they pay for it by delivering the sycee they reckon only 102.4 as the equivalent. Also in the formula they use to arrive at the conversion rate of 110.00 they allow only 1 per cent, for the superior fineness of bar silver over sycee. As the latter is reduced by copper alloy to about 985 fine, this allowance assumes that bar silver is about 995 fine instead of 998 fine. So here we have another slight difference.

Further Losses.

If we export sycee for remelting into bar silver, and base our output upon the certified markings of the Kongku, we shall find that in an average shipment of 20,000 shoes, there will be a still further loss of 2 per cent, on fineness and 2 per cent, on weight. These little losses moreover occur when we have announced that we are buying sycee specially for export, in which case the mint shops charge us 1/32 per cent, more for what is termed *real sycee*—that is, the really real sycee, and not the ordinary sycee that is only real sycee about 995 fine. So here we have another slight difference.

The conversion rate of 110.00 monetary taels for 100 Canton taels of bar silver 998 fine is not a permanent rate. It is true that being merely a rate for the conversion of one kind of silver into another it should be permanent, but it changes with the price of charcoal that is extensively used in the remelting process. It has also been known to change for other reasons. I view with grave concern the anniversary of the Battle of Salamina coinciding this year with the Feast of Singing Insects and I shall watch closely the effect this has on the conversion rate.

Gentlemen, I have said enough about sycee in China to convince you, I hope, that it is a subject worth fit for prayer and fasting than for half an hour's consideration after dinner. With all its peculiarities it is deserving of respect.

Greatest Bank Manager.

The late Mr. Stephen, of the Hong Kong Bank, told me about seven years ago, that the honesty of sycee was the safeguard of China's currency. My own experience during fifteen years as a bank manager accords entirely with the view of the ablest and greatest of the managers of our time. If I have dwelt lightly on some of the minor eccentricities of silver in China it is because they afford more scope for a sketchy address at an hour's notice, than would a more serious consideration of the essential soundness of China's currency.

If I discussed silver seriously, I would take you back to the transition stage of Japan from silver to gold, to the break-up of the Latin Union, to the memorable controversy on bimetallicism that, from the seventies, had a profound effect on the tangled tale of American currency for a quarter of a century. There is a fascination in studying the views of the unreasoning advocates of "cheap and abundant money," as there is something irrefragable about that protest of William Jennings Bryan against the crucifying of humanity upon a cross of gold. Perhaps he lived too soon! Who knows!

*(Continued on next Column.)***ROYAL VISITORS.****KING AND QUEEN OF SIAM IN HONG KONG.****EN ROUTE TO AMERICA.**

Their Majesties, the King and Queen of Siam, arrived in Hong Kong yesterday morning on board the motor-ship *Selandia*. The King of Siam is en route to America where he intends to undergo an operation for the removal of cataract from one of his eyes. Their Majesties are travelling incognito.

On arrival in Hong Kong yesterday, they were met by the Consul for Siam, Mr. J. T. Bagram, and later in the morning, His Excellency Sir William Peel went on board the *Selandia*.

His Majesty spent yesterday morning shopping in Hong Kong and later had lunch at Government House. They leave to-day by the Empress of Japan.

A state banquet will be held in Tokyo in their honour by the Emperor and Empress of Japan.

Arriving in Vancouver on April 17, the Royal party will immediately start across country by train to Washington, where the King and Queen will be introduced to President Hoover. Then they are scheduled to go to Baltimore, where specialists will examine the King's eye, and finally travel to the Long Island estate of Mrs. Whitelaw Reid, where the operation will probably be performed and where the King will recuperate.

Under the present schedule the King and Queen are to spend about five months in the United States, starting back for Siam on or about September 12, probably aboard the liner *Empress of Canada*.

Accompanying the King and Queen will be Their Royal Highness Prince and Princess Svasti, father and mother of the Queen. Prince Svasti is also uncle of the King.

The Royal suite includes the King's physician, His Serene Highness Prince Thavaramongkolwongse Yawant and his wife Mom Luang Ying Kling Jayant; His Majesty's private secretary, His Serene Highness Prince Vajulaya Svastivongse Svastikul; General Chao Phya Bhiyondra, Yodhin, chief A.D.C. General to the King; Phra Noorraj Channong, Mom (Mrs.) Rajawongse Smak Sman, Lady Sakdi Nai-wen, Nang (Miss) Sakdi Nai-wen and Luang Siri Sombatti. In America the Royal party will be joined by His Serene Highness Captain Prince Prasaberi Chirapavatti, His Majesty's aide-de-camp.

The history of silver in respect to the currency of India is related in the voluminous Reports of the many commissions that have at various times dealt with the subject. The appointment of Commissions to deal with subjects in fact is so marked a feature of the Government of India that one sometimes wonders when it governs.

Here also, in Hong Kong, we have had our Currency Committee. Its report you have never been allowed to see and perhaps the Government has acted wisely in withholding it from you. Certainly there are more entertaining looks that you might read, though none perhaps of greater interest. At any rate that report has been responsible for the landing here to-day of a Commission appointed by the Home Government and as we shall be affected by its findings we may say in all sincerity that we welcome its members and look forward with confidence to the successful accomplishment of the difficult task they have before them.

Touring Rotarians Welcomed. Prior to calling upon Mr. Champkin to speak, Sir William Horne welcomed the following from the round-the-world liner *Franconia*:—Lieut.-Col. W. Macdonald, I.P.O., Rangoon Rotary Club; Dr. Willard Flint, Pittsburg; Rotarians W. Martin, M. Ruvalba and G. Fox, all from Parsons Rotary Club, Kansas; Rotarian J. A. Heist, Oak Park, Illinois; and Mr. G. S. Cottle, of New York, who attended the luncheon as Mr. Heist's guest.

Non-rotarians welcomed were Mr. J. Walker, of the Chartered Bank, and Mr. W. F. Simmons, of the Hong Kong Tramways. In addressing the gathering, Mr. Heist announced that he had brought a letter from Rotary International, Chicago, extending the best greetings to the Hong Kong Rotary Club. After thanking them for their hospitality he assured all of them of a warm welcome in America.

Rotarian Ruvalba said that the Rotary idea did not seem so keen in the East as it was in America because in Hong Kong it was the first time they had been able to meet a Rotary Club since leaving Bombay. He urged Rotarians to get the right spirit by attending meetings regularly and supporting their own Club.

Rotarian Macdonald said that there was some scepticism in Rangoon when the Rotary Club was formed there nearly two years ago, but the Club had never been in a stronger position as at the present time, and was doing a good deal of work.

TENNIS RACKETS

by

DUNLOP SPALDING W. H. JAMES AND F. H. AYRES.

THE

'SUPER AERO' 'ALL ENGLAND' & 'TOP FLITE'**Specially selected for use in the Tropics.****Dunlop & Armour Damp Proof****Gut Fitted to any Racket.****Sports Dept.****Lane, Crawford, Ltd.****PIANOS****FOR SALE OR HIRE****ANDERSON PIANOS****SPECIALLY CONSTRUCTED FOR THE TROPICS.****The Anderson Music Co., Ltd.****ECONOMY****TOO...is sealed in its MONITOR TOP.**

JUST glance at that gleaming Monitor Top containing the simple unit that operates a General Electric Refrigerator for just a few cents per day. Hermetically sealed in a permanent bath of oil the mechanism is safe from air, moisture, dirt or tampering. No clogs. Quiet as a whisper.

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A few dollars will place a General Electric Refrigerator in your home today. These savings begin today—take you with the only installment.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that the interest of Mr. NOEL VICTOR AM. R. CROUCHER in our Firm ceased as from the 31st DAY OF MARCH, 1931.

BENJAMIN & POTTS.

Dated the 1st of April, 1931. [555]

NOTICE.

NOTICE IS HEREBY GIVEN that we have TO-DAY admitted Mr. SHI YU MAN as a partner in our Firm.

BENJAMIN & POTTS.

Dated the 1st of April, 1931. [556]

NOTICE.

I HEREBY GIVE NOTICE that I have retired from the Firm of Messrs. BENJAMIN & POTTS as from the 31st DAY OF MARCH, 1931, and have opened offices at Exchange Building, where I am carrying on business as a Stock and Share Broker as from the date hereof under the style or firm name of "CROUCHER & CO."

N. V. A. CROUCHER.

Dated the 1st of April, 1931. [557]

NOTICE.

WE have this day admitted Mr. MARCO THEODORE JOHNSON and Mr. BARRIE VAUGHAN WILKINSON Partners of our firm at Hong Kong and Shanghai.

MACKINNON, MACKENZIE & CO.

1st April, 1931. [554]

NOTICE.

WE have to-day admitted Mr. WILLIAM ARTHUR CORNELL of Victoria, Hong Kong, Architect, as a Partner in the Hong Kong Branch of our business.

PALMER & TURNER.

Hong Kong, 1st April, 1931. [558]

NOTICE.

I have THIS DAY started Business as a Stock and Sharebroker on my own account.

A. H. POTTS.

Member of Hong Kong Stock Exchange.

4th Floor, Bank of Canton Building.

1st April, 1931. [553]

NOTICE.

TAKE NOTICE that Mr. A. H. POTTS, having started Business as his own account, all transactions heretofore entered into by him on my behalf will be only completed by him. No other person is authorized to deal in my name.

ELLIS HAYIM.

1st April, 1931. [552]

NOTICE.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held on WEDNESDAY, the 8th APRIL, 1931, at 6 o'clock instead of 8th April, 1931, as previously notified.

JAMES STEWART.

Hon. Secretary.

[559]

NEDERLANDSCH-INDISCHE HANDELSBANK N.V.

(Netherlands India Commercial Bank)

Established 1863 at Amsterdam

HONG KONG AGENCY.

NOTICE.

NOTICE IS HEREBY GIVEN that from 7th APRIL next, this Bank will occupy New Premises at 5, Des Voeux Road Central (Opposite present Office).

G. J. ENDEBT.

Manager.

Hong Kong, 30th March, 1931. [561]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that DIVIDEND WARRANTS will be available on APRIL 2nd 1931, and may be obtained on application by Shareholders in person or in writing at the Registered Offices of the Company, 178, Cross Street, Road West.

By Order of the Board,

D. I. KING, Secretary.

Hong Kong, 1st April, 1931. [562]

FINE SHERRIES

SUPERIOR PALE DRY

FULL GOLDEN

of very superior quality

grown and bottled by

Anto. R. Riuz Y.

Hermanos Xeres de

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"One sip

will bathe the drooping

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Beyond the bliss of

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WINE AND SPIRIT MERCHANTS.

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TYPEWRITING!

WHAT is your Typewriting like? Attaining good speed and accuracy? If not, please spare two hours daily (day or evening) for the next three months at the CHUN SHING TYPEWRITING SCHOOL, Old Bailey Street, where they will greatly improve your speed and style. The charges are very moderate. [560]

BANK HOLIDAYS.

IN accordance with Government Ordinance, The EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS on FRIDAY, 8th APRIL, and MONDAY, the 3rd, 4th and 5th APRIL (EASTERN HOLIDAYS).

Hong Kong, 27th Mar., 1931. [557]

NOTICE.

On and after 1st April next, the Hongkong Dispensary Drug Store, and the Wine Department, will observe the following hours of business:

8.30 a.m. to 5 p.m. except Saturdays, when both Stores will close at 1 p.m.

The Hongkong Dispensary, Dispensing Department, will be open.

On week days, until 7.30 p.m.

On Sundays and Public Holidays 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.

Hong Kong, 28th March, 1931. [558]

HONG KONG REALTY & TRUST COMPANY, LIMITED.

(INCORPORATED UNDER THE COMPANIES ORDINANCE OF HONG KONG)

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, EXCHANGE BUILDING (2nd Floor), Des Voeux Road Central, Hong Kong, on WEDNESDAY, the 15th DAY OF APRIL, 1931, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended 31st December, 1930, and re-selecting Directors and Auditors.

The TRANSFER BOOKS OF THE COMPANY will be CLOSED from WEDNESDAY, the 9th DAY OF APRIL, 1931, until WEDNESDAY, the 15th DAY OF APRIL, 1931, Both Days Inclusive.

By Order of the Board,

O. F. V. RIBEIRO, Acting Secretary.

Hong Kong, 23rd March, 1931. [518]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

Pressure is highest to the north of Japan. The depression has moved to the east of the Loochoos. An anti-cyclone appears to be developing over N. China.

Local Forecast:—Light variable winds, freshening from N.E.; cloudy generally.

Editorial and Business Offices: 11, Ice House Street. Tel. 30281.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 83, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 1, 1931.

THE TRUCE.

LORD BEAVERBROOK has made up his differences with Mr. BALDWIN! After the bitter by-election at Westminster, which the "Empire Crusade" candidate did not win, Mr. NEVILLE CHAMBERLAIN took upon himself the task of peace-maker. First of all, Lord Beaverbrook was asked upon what terms he was prepared to give his support to the Conservative Party. In his reply he stressed his favourite ideas of Empire Free Trade, and a tariff policy mainly designed to help the British manufacturer and the British farmer to capture the Home market. Lord Beaverbrook favours production by quotas, which evidently means that he wants the needs of the Home market estimated, and requirements met by allotments, first to British producers, then to Empire producers, and only the deficit to the foreigners. Protective taxes would, in fact, prevent underselling by foreigners who can supply the market cheaply owing to low-priced labour, rationalisation or any other means. Reuter informs us, somewhat cryptically, that Mr. BALDWIN had authorised Mr. CHAMBERLAIN to say that Lord Beaverbrook "had correctly stated the Conservative policy with regard to agriculture, and that Mr. BALDWIN was prepared to employ all the methods enumerated." It is not clear whether Mr. BALDWIN agrees with Lord Beaverbrook in other matters than agricultural policy. Probably he does not. Mr. BALDWIN has always been a Tariff Reformer, but he has considered that for the protection of British Industries the Safeguarding Duties are sufficient, and that they hold the balance evenly between the interests of consumer and producer. Mr. BALDWIN has never believed in Empire Free Trade, and there is no need to traverse the arguments, beyond repeating that the Dominions and Colonies do not supply the majority of Britain's needs nor do they absorb her surplus of manufactures. The idea of the Empire as a self-contained and self-sufficient economic unit is moonshine. On the other hand, Mr. BALDWIN has always favoured food taxes to help the British farmer. Shortly after he became Prime Minister for the first time, in the year 1923, Mr. BALDWIN, realising that the Conservative Party had pledged itself at the previous election not to introduce food taxes, went to the country on that particular issue. It is well to remember that the Daily Mail, Lord Rothermere's organ, then headed a "Hands off the People's Food" campaign, and Lord Beaverbrook, after the Conservative defeat, started an agitation for Mr. BALDWIN's removal from the party leadership—an agitation which has been pursued relentlessly, apart from a few patched-up truces. "I am not concerned to make out a case against Mr. BALDWIN's leadership," said Lord Beaverbrook during the Westminster campaign. "Do you want a case against Mr. BALDWIN's leadership?" he went on. "Do you want another four and a half years like 1924 to 1929? Do

you want another American debt settlement?" Those are hardly the words upon which a final peace between the two men is likely to be founded.

After the experience of 1923, Mr. BALDWIN has been very chary of pledging his party to Food Taxes. He has had experience of the ease with which the electorate is scared at such a suggestion, and he sees that the Conservatives themselves are by no means unanimous on the subject of tariffs. He has been waiting till the country appeared to be ready to accept the innovation. Such methods are essential in democratic politics. A party is perfectly justified in dropping a hopelessly unpopular policy, just as a general will put off attacking the enemy if he knows that his own forces are unreliable. One only hopes that Mr. BALDWIN, and his party, have not been hustled into an unsatisfactory policy by two men who happen to have a gift for making money, and have used part of that money to buy the four most popular newspapers in England.

A ROMANCE OF ENGINEERING.

H.E. THE GOVERNOR, in the course of his eloquent address to members of the Institute of Engineers and Shipbuilders, at their annual dinner, said of engineering that, "It provides the framework of what we call the artificial world, as contrasted with the natural; at the same time it supplements nature and harnesses her for our purposes." The natural world is not a pleasant place for man, and where he has not succeeded in nature his life, according to a very shrewd philosopher, is "Nasty, brutish and short." But engineering is more than a source of creature comforts. Sir WILLIAM PERE, mentioned, most aptly, "McAndrew's Hymn," in which RUDYARD KIPING made the romance of engineering articulate. Those who would like to know something of the romance of Engineering in China would do well to study the remarkable record which a great engineering firm, Andersen, Meyer & Co., Ltd., have published in commemoration of the twenty-fifth anniversary of their foundation. Printed by the Shanghai office of Messrs. Kelly & Walsh, Ltd., the book starts with the advantage of a good binding, excellent printing and paper, a wealth of illustrations and a summary of the information of Chinese. Above the historical introduction is a woodcut of the Shanghai Bund in 1900, peaceful and a little sleepy. "The majority of the old China towns," we learn, "maintained piecegoods, general import, shipping, insurance, general export, tea, silk and other departments, which were at that time considered much more important than engineering departments. . . . Despite this attitude on the part of the older firms, Mr. MEYER, as early as 1907, had visualized the great future of industrial development in China, and the steady increasing need for foreign machinery." There, in a sentence, is the key to all that followed, and the developments which are reviewed in this account of the Company's present activities in every sphere of engineering out East. Perhaps particular attention has been paid by Andersen, Meyer & Co. to electrical engineering, from the installing of great generating stations to the equipping of X Ray apparatus for China's most modern hospitals. Just to show that the Company has other irons in the fire, it might be mentioned that the Building Construction Department recently completed the Dr. SUN YAT SEN Auditorium at Canton, an imposing building, with seating capacity for 5,000 persons, and presenting an interesting combination of modern style of design with typical Chinese architectural features. But reference to the book itself is necessary to get an idea of the scope of the business built up by this company in the course of twenty-five years.

ANDERSEN, MEYER & COMPANY, LTD., OF CHINA: Messrs. Kelly & Walsh, Shanghai.

★ News and Views ★

The Height of Opulence.

Sam, who had fulfilled a lifetime ambition by buying a fur-lined coat, strutted down the street. A poor fellow, shivering with cold, said: "Pretty cold today, isn't it?" "In it!" asked Sam, peering from the depths of his fur collar. "I really haven't looked at the paper this morning!"

His Books Came Back.

Professor Rodney H. Mott, of Chicago, wanted his books back. So he said to the students at the University of Chicago: "I will give you 24 hours to return the books of this department that have been taken from the library. If they are not returned then, each of you will be subjected to a test by the detector." [The apparatus which is supposed to "register" when an accused person tells an untruth.] All the books were returned next day.

Century Old Market to Go.

The 100 years old Cumberland Market at St. Pancras will disappear and the whole neighbourhood will be re-developed if the House of Commons pass a Bill promoted by the Commissioners of Crown Lands. A Select Committee of the House has decided to pass the preamble and to report the Bill. Mr. J. Rowland, for the promoters, said there was no opposition. There were large Crown estates in St. Pancras, and in the middle of them was Cumberland Market. The estates were developed about 100 years ago. The houses had become decrepit, and the time had come when the whole district should be developed.

Sir Alfred Ewing.

Sir Alfred Ewing, the new president of the British Association, was born in Dundee, and is now 70. He was formerly Professor of Mechanical Engineering at the Imperial University, Tokyo, and for seven years was Professor of Engineering at Dundee University College. After a period as Professor of Applied Mechanics at Cambridge he was in 1903 appointed Director of Naval Education. During the war Sir Alfred was the head of "Room 40," the Admiralty Department responsible for intercepting and deciphering enemy wireless messages. Often 2,000 such messages would be received in the course of 24 hours, and a "close watch" was kept on the German Fleet, the movements of which were known in advance. This was said to be "the best kept secret of the war." Through Sir Alfred's skill the Allies knew of the enemy's plans before the Battle of Jutland. He retired from the principality of Edinburgh University in 1929. He was made a K.C.B. in 1911.

The King's Photograph.

The first official photograph of the King to be published since his illness shows him, happily, to have a more robust appearance than before, and offers one more assurance that his recovery is complete. One of the new photographs shows a marked resemblance to King Edward.

Town v. Gown.

The old-time Town v. Gown warfare at Oxford has taken a new and commercial phase. The *canon belli* is, should the University patronise the local shopkeepers or should the University, in the form of the college commissariat department, buy their goods outside the city if they can obtain them cheaper that way? The University, a trifle short of money just now, is getting the best wholesale prices when and where it can, and local tradesmen are suffering accordingly.

An Odd Offence.

A Manchester doctor has just been sentenced for one of the oddest of offences. He wanted to be a candidate in the municipal elections, and therefore he forged a number of names on a nomination paper and induced a labourer to forge some more for him. Why? The more one considers that question the more difficult to find the answer, for if he could not even get anyone to nominate him, what chance was there of his being elected. He will now have leisure to reflect on the dangers of the political life.

The French Presidency.

M. Doumergue has definitely decided that in no circumstances will he remain at the Elysée after next May. There were considerations which might have induced the French President to remain for another two years, keeping the place warm for his old friend, M. Poincaré. The latter's health is now so precarious, however, that there is no sort of certainty that he will ever be able to go back to the great position which he occupied during the war. M. Doumergue is leaving his country home in the Midi entirely reconstructed, for when he leaves the Elysée he will go back there and live the simple life of a private French citizen. This decision of the smiling President makes an election in May a certainty. M. Briand has all along protested that he would not be a candidate, his chief excuse being that he wants to complete the task to which he has set his hand in the projected federation of European States. He pleads, further, that he is too tired to undertake the responsibility of the Presidency and that if he is to forsake political life he would much prefer to retire to his farm down at Cocherel.

★ Local Notes and Events ★

The offices of the Peruvian Consulate-General have been removed to 189, Macdonnell Road.

The annual dinner of the Law and Commerce Society, of the Hong Kong University, will be held at Lane, Crawford's Restaurant, on Saturday, April 11, at 8.30 p.m.

The annual athletic sports, held by the pupils of St. Paul's College, will be held on the South China A.A. ground, Caroline Hill to-day at 1.30 p.m.

The master of the French steamer Song Bo, Capt. C. E. Le Chevalier, was fined \$100 on a charge of improper stowing of a cargo of pigs, which were not stowed in accordance with the regulations.

The Hon. Comdr. G. F. Hole, R.N., at the Marine Court yesterday fined Chan Hi \$5 for advertising a certain brand of milk on his steam-launch—Fook Lee. As the case was an unusual one the defendant was let off lightly.

We are informed by the Registrar that the meeting of the Court of the University has, for unavoidable reasons, been postponed until 5.15 p.m. on Monday, April 27. The meeting will be held in the University.

Sentences totalling seven months' hard labour were passed by Mr. E. W. Hamilton on each of two Chinese who were convicted on the theft of a gold watch and chain and some money belonging to Mr. H. Hesthammer, Chief Officer of the s.s. Prominent.

One case of typhoid, two of small-pox and two of diphtheria were reported for the 24 hours ended March 30. During the week ended March 23, there were two deaths from small-pox, four cases of diphtheria, two cases of enteric fever, one case of puerperal fever and 62 deaths from pulmonary tuberculosis.

ANDERSEN, MEYER & COMPANY, LTD., OF CHINA: Messrs. Kelly & Walsh, Shanghai.

SUMMARY OF NEWS

Local.

Rotary Club lecture. Page 7.

China Provident Co. meeting. Page 9.

Union Water-boat Co. meeting. Page 9.

Mui Tsei case at Central Magistracy. Page 11.

The King and Queen of Siam arrived in Hong Kong yesterday. Page 7.

At an inquest held at Central Magistracy yesterday, into the death of a Chinese woman from injuries received when she was knocked down by a motor-cycle, a verdict of accidental death was returned by the jury. Page 11.

To-day's wireless programme. Page 4.

Sport.

Review of Home racing. Page 10.

Latest Cables.

The Shanghai-Tientsin air service was launched yesterday. Page 9.

Dr. Curtius, the German Foreign Minister, referred to the Austro-German Economic Union in the Reichstag yesterday. Page 9.

The death occurred yesterday of Colonel W. F. Gordon, who commanded the Local Defence Forces at Shanghai from 1923 to 1925. Page 9.

On Monday a conference of the sugar growers of the countries interested in the Chadbourne Plan for the limitation of exports met at Paris for discussion. Page 9.

The Report of the Court of Enquiry into the cause of the disaster to the ship R.101, which was destroyed last October, was published in London yesterday. Page 9.

Prohibition of liquor and the limitation of the salaries of State officials to £450 per annum were two resolutions passed by the All-India Congress at Karachi yesterday. Page 9.

Yesterday afternoon a meeting of Chinese officials and the officials of the Eurasia Aviation Corporation was held at Nanking to discuss the details concerning the establishment of the Nanking-Berlin service. Page 9.

Lieut.-Commander Glen Kidston, the millionaire sportsman, is to attempt a dash from England to the Cape in six days with the object of impressing the authorities that British air mails can be expedited. Page 9.

Mrs. Schille of 8, Felix Villas, had an unpleasant accident, while driving a Fiat car, No. 251, along Des Voeux Road Central, yesterday, as a result of which her car was badly damaged, but fortunately she herself escaped without serious injury. In order to avoid a "rickshaws" which suddenly swerved across the road, her motor-car was driven in front of a tram.

There was little of public interest at the ordinary fortnightly meeting of the Sanitary Board which was held yesterday. The appointment of a committee to consider the proposed changes in the estimates of the Sanitary Department for the year 1932, was considered and the following members were appointed:—Mr. M. K. Lo, Dr. V. M. Koch, Dr. Basto and Mr. T. N. Chau.

Before Mr. E. H. Williams yesterday, the case in which an office attendant of the Crown Lands Office, P.W.D., is charged with the theft of a quantity of Government stationery was again adjourned after a short hearing. Two stationers, one from Hollywood Road and the other from Yau-mai, were also before the Magistrate, charged with receiving stolen property, but the former was discharged, the Magistrate holding that there was not enough evidence against the man, Mr. Horace Lo was for the Yau-mai stationer, while Mr. E. S. C. Brooke appeared for the Hollywood Road man.

Looking Back 25 Years.

The annual inspection of the Hong Kong Volunteer Corps took place at the Polo Ground on Saturday afternoon, the inspecting officer being Colonel C. H. Darling, R.F., who undertook the duties in the absence of H.E. Major General Villiers-Hutton. The Artillery Volunteers and Engineers assembled at the headquarters, whence they marched, with Maxim guns, to the

Polo Ground. Here they were joined by the Volunteer Troop, the whole being under the command of Major Pritchard. H.E. the Governor was present and viewed the proceedings from the pavilion. The inspecting Officer was received with a salute, after which he made a minute inspection of the ranks. This was followed by marching past with guns, and after several other movements had been executed, the companies were drawn up and addressed by Colonel Darling. He said that he was pleased that he would be able to present a favourable report to General Villiers-Hutton. On the whole the appearance of officers and men, horses and guns was creditable, but there were minor details as to equipment which called for improvement, and doubtless when the new gun shed was erected they would be able to keep the guns cleaner. He complimented the Volunteers on their recent successes at the rifle meeting at Stonecutters and concluded by congratulating the corps on its creditable appearance. The Volunteers were then marched to the Happy Valley to witness the sports, and were dismissed there.—*Hong Kong Daily Press*, April 2, 1906.

Looking Back 60 Years.

The Carandina Company appeared on Wednesday night at St. Andrew's Hall, in the second concert of their announced series. Though the audience was most meagre, considering the unquestionable talent of the performers, there was no lack of enthusiasm, consequently the entertainers evinced no sign of discouragement, but called forth unmistakable evidences of the keen pleasure of the auditory. Of the merits of this very talented company we have already spoken at some length, and need now only say that those who may neglect an opportunity of attending the admirable and high-class entertainment offered by the Carandina Company will do so to their reproach and regret, while those who have once attended it will infallibly "ask for more."—*Hong Kong Daily Press*, April 1, 1931.

SHANGHAI-ICHANG
AIR SERVICE.AMPHIBIAN MACHINE
FLOWN BY ERICH JUST.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Mar. 31.
The Shanghai-Ichang Air Service for mails and passengers was launched this morning by an amphibian machine flown by Erich Just, who during the war was a member of the famous "Richthofen's Flying Circus."

It is hoped that the service will shortly be extended from Ichang to Chungking and thence to Chengtu.

SINO-AMERICAN VISA
ARRANGEMENTS.

PLAN FOR REDUCING COST.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Mar. 30.
Reciprocal arrangements between the United States and China are under discussion providing for a substantial reduction in the cost of non-immigrant visas.

FATHER TIERNEY'S DEATH.

BRITISH GOVERNMENT LACKS
OFFICIAL CONFIRMATION.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
No official confirmation is yet available regarding the reported death of Father Tierney, of the St. Columban's Mission, Kienchang.

Mr. Arthur Henderson, the Foreign Secretary, replying to questions in the House of Commons to-day, stated that His Majesty's Minister in China had been unable to confirm or deny the rumour of Father Tierney's death.

Mr. Henderson added that Sir Miles Lampson has been in frequent communication with Dr. C. T. Wang, the Foreign Minister, on the subject of Father Tierney's detention, and Dr. Wang undertook on March 25 to again telegraph the local authorities.

The latter had at that time already been instructed to spare nothing to secure Father Tierney's release, being prepared to pay the ransom if necessary.

A special messenger had been sent to the locality by the Chinese Government to obtain information and he was expected back in Nanking on April 1.

Mr. Henderson, replying to another question, said he had no information, apart from the Press reports, regarding the reported murder of two American women missionaries in South China.

BOXER INDEMNITY
TRUSTEES.

(Wah Tsz Yat Pao.)

NANKING, March 31.
As the appointments of British and Chinese members of the Board of Trustees for the Boxer Indemnity Fund of the British Portion have been officially announced, Mr. Chu Chia Hsun, the President of the Board, is expected to return to Nanking from Soochow next month for the purpose of summoning a meeting preparatory to the official inauguration of the board.

CHINESE FISHING
INDUSTRY.

(Wah Tsz Yat Pao.)

NANKING, March 31.
The Ministry of Industry and Commerce of Nanking is making efforts to encourage the development of the Chinese fishing industry along the Chinese sea coasts. Besides drawing up a regulation to protect the interest of this industry, which is to be referred to the Executive Yuan for its enforcement, the Ministry intends to establish a fund for subsidizing fishing interests at the rate of \$30 per ton of fishing launch.

NATIONAL EXPOSITION
OF INDUSTRY.

(Wah Tsz Yat Pao.)

NANKING, March 31.
According to an official announcement, a National Exposition of Industry is scheduled to be held in Peiping on April 1, 1933, for a period of six months.

Both Chinese and foreign industrialists are invited to participate in the exposition.

NANKING-BERLIN
AIR SERVICE.MEETING TO DISCUSS
DETAILS AT NANKING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Mar. 31.
This afternoon there is to be a meeting at Nanking of Chinese officials and the officials of the Eurasia Aviation Corporation to discuss the details concerning the establishment of the Nanking-Berlin air service, in connection with which two Junkers' aeroplanes recently took off to survey the route between Nanking and Manchuli.

LONDON TO SHANGHAI
FLIGHT.FORD RETURNING TO WORK
BY AIR.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
Mr. Ford, on a purely private flight, left Lympne on March 23, intending to fly across Central Europe, Constantinople, and then Persia and India.

Mr. Ford took up flying while on furlough in Britain. He had been in the air for only 50 or 60 hours before setting out on his venture on a second-hand Gypsy Moth, with a Gypsy One engine, which he hoped to sell to the Chinese Government.

The flight has no special feature, for he expressed the opinion that he might as well return to work in Shanghai by air as by sea.

An earlier report stated: "The British airman, Mr. Ford, who is on a flight to Shanghai, was caught in a severe snowstorm and fell to the ground at Tatol. Following this message a telegram received on Sunday stated that the flight would be continued in a few days."

BRITAIN-AUSTRALIA AIR
MAIL PLANS.LONDON TO PORT DARWIN
IN 11 DAYS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Mar. 30.
Arrangements are now complete between the Post Office, the Air Ministry, and the Imperial Airways for the immediate operation of two experimental return air mail flights between Britain and Australia.

The first outward flight is due to leave Croydon on Saturday next, arriving 15 days later at Port Darwin, where an Australian aeroplane will connect and proceed to Sydney and Melbourne.

On April 27 the return flight will start from Port Darwin, due in London on May 4.

The second outward bound air mail will leave Britain on April 25, the return flight leaving Port Darwin on May 17.

Now under review by the Government concerned are proposals by the Imperial Airways for a regular weekly air mail between India and Australia to link up with the existing weekly passenger and mail service between India and Australia.

ENGLAND-CAPE AIR MAILS.

ATTEMPT TO LOWER RECORD
TO SIX DAYS.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 31.
To attempt a dash from England to the Cape in six days, a high-speed aeroplane has been launched by the millionaire sportsman, Lieut. Commander Glen Kidston, with the object of impressing the authorities that British air mails can be greatly expedited.

BRITISH BUDGET
ANTICIPATION.

TOBACCO TAX INCREASE.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
A hint that the Chancellor of the Exchequer contemplates an increase in the Tobacco Tax is implied in a circular which has been issued by the Customs Office enforcing a restriction of clearances of tobacco from bond next month to one-twelfth of the quantity cleared during the same period last year.

In the House of Commons to-day, Mr. Ramsay MacDonald, Prime Minister, in reply to a question, said that Mr. Philip Snowden would personally present the Budget on April 27.

ALL-INDIA
CONGRESS.IRWIN-GANDHI AGREEMENT
CONFIRMED.

[THROUGH REUTER'S AGENCY.]

KARACHI, Mar. 30.
The All-India Congress reached the apex of its proceedings, at a plenary session to-day, when after a three-hour debate a resolution was passed confirming the agreement between Lord Irwin and Gandhi, reaffirming that the goal of the Congress is independence, demanding complete control of the army, foreign affairs, and finance, and appointing Gandhi as the head of the Congress delegation to the further Round Table Conference.

Conditions Under Swaraj
Government.

KARACHI, Mar. 31.
A total prohibition of liquor and the limitation of salaries of State servants to £450 sterling annually were agreed to in principle as fundamental conditions under Swaraj Government by the Subjects' Committee of the All-India Congress on the proposal of Gandhi.

The exclusion of foreign cloth and yarn, income-tax on agricultural income and an inheritance tax were similarly agreed to.

VICEROY OF INDIA.

LEAVING LONDON
TO-MORROW.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
The Earl of Willingdon, Viceroy and Governor-General-designate of India, with the Countess of Willingdon, will leave London for India on Thursday, accompanied by members of his staff.

The party will embark at Marseilles in the liner Viceroy of India, which is due in Bombay on April 17.

AMERICAN SUGAR
COMBINE.APPLICATION FOR PERMANENT
INJUNCTION.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Mar. 30.
A suit for the dissolution of the Sugar Institute and for a permanent injunction against the American Sugar Refining Company and 48 other defendants charged with violation of the Sherman Anti-Trust Law, has been filed in the Federal Court on behalf of the United States Attorney-General.

A Raw Deal.

LATER.
Members of the Sugar Institute produce 85 per cent. of the sugar consumed in the United States.

The Government's complaint against the organization alleges that sugar sold by the members has been manufactured from the raw product obtained in Cuba, Porto Rico, Hawaii and the Philippines at abnormally low prices, which has not been reflected in the cost to the consumer.

Chadbourne Plan Discussed
at Paris.

[THROUGH REUTER'S AGENCY.]

PARIS, Mar. 31.
A conference of sugar growers, including Germany, Hungary, Czechoslovakia, Poland, Belgium and Java, met here yesterday to discuss the Chadbourne Plan to limit the exports of sugar for five years.

Mr. Chadbourne was present. It is anticipated that a fair measure of agreement will be reached.

U.S. OIL IMPORTS
LIMITED.MAJORITY OF COMPANIES
JOIN SCHEME.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Mar. 30.
All leading importers of foreign petroleum have now conformed to the informal request of the Government to assist in a limitation of oil imports.

The latest to join in is the Standard Oil Company of Indiana, which notified the Treasury to-day that it will join the scheme within 90 days.

The decisions of the companies with regard to curtailment apply only to a 90-day period and the amount of the reduction proposed varies considerably.

R. 101 AIRSHIP
DISASTER.DUE TO INSUFFICIENT
PREPARATION.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 31.
Over-anxiety to start the flight after insufficient preparation, and substantial loss of gas in very bumpy weather were the main causes of the disaster to the R.101, according to the Court of Enquiry, which amplified the oral evidence with intricate technical experiments in the National Physical Laboratory, which reported graphically reconstructing the three phases of the fatal plunge.

Firstly, the steep descent in half-a-minute, which movement was corrected by the use of the elevator.

Secondly, failure to get the airship's nose appreciably up in spite of the utmost efforts.

Thirdly, the dive and crash at an angle of 15 degrees.

The Court is of opinion that the airship's behaviour was consistent with the loss of gas from the rent in the forepart of the envelope, which was accentuated by the pitching of the ship through the bumpiness of the wind, and tending to develop a larger tear with the two-fold evil of checking the speed of the air and exposing the gas-bags to an additional strain.

After reviewing the inadequacy of the ship's trials and prospects in unfavourable weather the Report concludes: "The vessel would not have started for India on October 4 except that for reasons of public policy it was considered as making it highly desirable for her to do so if she could, but that does not mean that the responsible authorities would have taken the decision if they had considered the risk being taken as unjustified."

H.M.S. NELSON IN A
COLLISION.

STEAMER'S STEM BUCKLED.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
During a thick fog, a slight collision occurred yesterday, off Cape Velez, Spain, between the battleship Nelson, now on a voyage home, and the steamer West Wales, of Cardiff.

The latter had her stem buckled, but was able to proceed to Las Palmas.

No-one was injured.

SUEZ CANAL EXCESSIVE
DUES.D. O. T. DEALING WITH
"IMPERTINENT" REPLY.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
The matter of the excessive dues charged by the Suez Canal Company was raised in the House of Commons to-day by Mr. A. M. Samuel (Con., Farnham) who suggested that the Government should make a request to the appropriate economic committee to consider whether the scale of dues was restricting British exports to the Far East.

Mr. W. R. Smith, Parliamentary Secretary to the Board of Trade, replied that the whole question was under consideration, but useful service would not be served by such an enquiry.

Mr. Samuel then drew attention to the "impertinent" statement recently issued by the British ship-owners with complaints should apply to the British Government for relief out of the dividends paid to the British Government.

He asked the Government to convey to the British representative on the Board of Directors of the Suez Canal Company that British shippers were not going to tolerate such language.

Mr. Smith gave an assurance that the Board of Trade fully seized the importance of the matter, and was dealing with it.

"GAZETTE DU FRANC"
EDITOR.DEATH TWO DAYS AFTER
ACQUITTAL.

[THROUGH REUTER'S AGENCY.]

PARIS, Mar. 30.
Two days after his acquittal on charges of fraud and abuse of confidence, M. Pierre Audibert, formerly editor of Madame Hanau's *Gazette du Franc*, died last night of heart failure.

AUSTRO-GERMAN
ECONOMIC UNION.COMPLETE RESERVE IS
BRITAIN'S ATTITUDE.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.
That the line taken by Britain regarding the proposed Austro-German economic union offered the only proper solution to the episode, which had caused such regrettable perturbation in Europe, was emphasised by Mr. Arthur Henderson, Secretary of State for Foreign Affairs, replying to several questions in the House of Commons.

Mr. Henderson said that the methods and time chosen by Austria and Germany for conveying the information regarding the union were calculated to raise suspicion and nullify the advantages of a frank exchange of ideas afforded by the meetings in Geneva.

He intended to notify the Secretary-General of the League of his wish to discuss at the next Council meeting the compatibility of the proposed agreement with Austria's treaty obligations, and declared that the attitude of the British Government toward the questions was one of complete reserve.

Austrian Foreign Minister's
Defence.

VIENNA, Mar. 30.

Defending the Austro-German Customs Union agreement, the Foreign Minister, Dr. Schoeber, emphasised that it was the sequel to many futile efforts of Austria to bring about a lowering or removal of the tariff walls of neighbouring states. Austria was similarly negotiating with Hungary and Yugoslavia, while Germany was entering into "conversations" with Roumania, showing that the co-operation of Central Europe was the desired goal.

He concluded by stating that Austria and Germany had merely done their duty to their own countries and to Europe.

"No idea is further from us than disturbance of the peace of Europe."

Points of Law Involved.

[BRITISH WIRELESS SERVICE.]

RUGBY, Mar. 30.

The Foreign Secretary, Mr. Arthur Henderson, in the House of Commons to-day, reviewed the course of events and the action taken and contemplated by the British Government regarding the proposed Austro-German Customs Union.

He said that the method and time chosen by the Austrian and German Governments for conveying information to other interested Governments had rightly provoked widespread comment.

Mr. Henderson said that his initial reception given to the various statements and memoranda on the subject which reached him as he was about to leave Paris was one of reserve. It was apparent to him that hurried decisions were not compatible with the nature of the case, but that points of law were involved which demanded expert advice and mature deliberation.

French Opinion Perturbed.

In Paris he found French opinion in a state of very natural perturbation. After careful consideration he had reached the conclusion that the matter was eminently one coming within the competence of the League of Nations. Accordingly he decided to inform the German and Austrian Governments that they should be under no misapprehension as to the serious misgivings aroused by their action in many countries and in France in particular.

He thought there might be two opinions as to the exact conformity of the proposed treaty with the existing obligations of Austria and indeed of Germany. The wide-spread state of feeling caused him great concern, and he felt if anything were done to calm apprehensions the task of those anxious that the Disarmament Conference should meet under the most favourable conditions would be seriously compromised by any apparent disregard by unilateral action or interpretation of any treaty obligations.

Treaty Obligations.

He caused these considerations to be submitted to the German and Austrian Chancellors with all the emphasis which the circumstances, in his opinion, demanded, and appealed to them that before they proceeded further opportunity should be given to the League Council, under whose auspices the Protocol of 1922 was negotiated, to assure itself that the proposed treaty was not contrary to the obligations undertaken by Austria in that instrument. He informed M. Briand at once of the action he had taken, and M. Briand assured him that the procedure to be contemplated would fully meet the views of the French Government.

Reply of Austrian Government.

On the following day, March 29, he received the reply of the Austrian Government. It was to the effect:—

AUSTRALIA TO PAY
N.S.W. DEBTS.DOMINIONS' SECRETARY
RELIEVED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Mar. 30.

The Dominions Secretary, Mr. J. H. Thomas, in the House of Commons to-day, said that he was relieved and gratified at the message he received to-day from the Australian Premier, Mr. J. Scullin, as follows:—

"The Commonwealth Government has taken Counsel's opinion regarding its position under the financial agreement in relation to the New South Wales interest falling due in London on April 1, which State has declared it will not pay. The advice received shows that the Commonwealth is under a legal obligation to the States, which are parties to a financial agreement to pay interest, and also that the Commonwealth has legal rights to pay. Accordingly, the Commonwealth will make provision to pay the interest falling due in London, which the New South Wales has declined to pay."

effect that they were of the opinion that the proposed agreement was quite in conformity with the Geneva Protocol of 1922. They did not object to the legal aspect of it being examined by the Governments which signed the Geneva Protocol. To examine the agreement from a political standpoint would, however, be out of the question, considering its economic character. The Austrian Government had no intention of facing other Governments with a fait accompli.

Germany's Reply.

The German Government replied that the Austro-German agreement was entirely within the framework of the Geneva Protocol of October 4, 1922. Therefore, in their opinion, there was no reason why the League Council should take up the matter.

Contracting Parties Have Nothing
to Fear.

The two Governments had nothing to fear if the other Governments proceeded to an examination of the political aspect of the question, but the German Government could not admit an examination of the agreement by the League Council from the political standpoint, as the agreement was a purely economic character. The negotiations would naturally have to take their course, and, having regard to the numerous technical details which had to be settled, could not be concluded before two or three months had elapsed.

Mr. Henderson said that he regarded the Austrian answer as less open to question than the German answer, which might be held to imply that examination. The political aspect of the question would have to be conducted without their co-operation and expressed interest of continuing the negotiations with Austria in the meantime. Thinking that the German Government had perhaps misapprehended his suggestion, he telegraphed to Berlin on March 29 saying that his suggestion had been simply to the effect that before the two Governments proceeded further opportunity should be given to the Council to assure itself that the proposed treaty was not contrary to the 1922 Protocol.

Germany Reserves Complete
Liberty of Action.

It was possible that the Council would be reluctant to pronounce on so technical and juridical a question, without seeking opinion from the Permanent Court of International Justice, and he would support such a procedure.

The German Government replied on the same day that they had perfectly understood his proposal that the negotiations contemplated between the two Governments should take two or three months at least, that the German Government for their part saw no reason to refer the proposed treaty to the League Council, since they were satisfied that it was not contrary to the Protocol of 1922; that the Powers signatory to the Protocol are of course satisfied to refer the treaty to the Council, but that the German Government must reserve complete liberty of action with regard to any procedure which may be suggested to the Council.

The German Government did not understand his proposal to refer the treaty for examination to the Council suggesting its examination from a political standpoint, which he wished to make it clear that in their view examination from such a standpoint was not admissible. Mr. Henderson continued: "It is my intention to give notice to the Secretary-General of my wish to discuss at the next Council meeting the compatibility of the proposed agreement with Austria's Treaty obligations, particularly under the Protocol of 1922; and if there is a general desire that the Council should be assisted by advisory"

OBITUARY.

COL. W. F. GORDON.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 31.

The death is announced of Col. William Fanshawe Gordon, who commanded the Local Defence Forces, Shanghai, from 1923 to 1928.

LENA GOLDFIELDS
JUDGMENT.BRITISH AMBASSADOR NEGOTIATING
WITH SOVIET.

[THROUGH REUTER'S AGENCY.]

LONDON, Mar. 30.

The failure of the Soviet Government to pay to the Lena Goldfields, Limited, the sum of £13,000,000 awarded by a Court of Arbitration last year, was raised in the House of Commons to-day, at question-time.

Mr. A. Henderson, Secretary of State for Foreign Affairs, stated that the British Ambassador in Moscow, Sir Esmond Overy, was at present engaged in negotiations with the Soviet Government on behalf of the Company.

"While these negotiations are proceeding, I do not consider that any further statement will serve the interests of the Company."

opinion from the Permanent Court of International Justice I shall certainly support a reference to that Court. The Austrian Government will, of course, in accordance with the standing order, be invited to participate in these discussions. I am glad to say that such invitation would be accepted. The German Government's response to my explanations—recognising as understandable its priority of reference to the Council, while reserving their rights in respect to any procedure there proposed to be followed. I am glad from this that they infer that other members of the Council will have the benefit of the German view of the question submitted—a question, I may add, so eminently and incontestably suitable for such procedure, and I earnestly hope that it may be found when the time comes that the negotiations between the Austrian and German Governments will not have been so advanced as to prejudice the friendly atmosphere in which matters are normally dealt with by the Council. In confident expectancy that my hopes will be realised, ask you in passing to direct your attention to the inestimable benefit of the League of Nations to States and members confronted as we all have been during the last few days with a situation which might in other circumstances have led to ill-feeling."

Referring to points of interest and the importance arising out of these events, Mr. Henderson said that a divergence of view had been revealed as to whether the Council or some special subsidiary organ was the proper forum for discussion in the first instance of the legal aspects of the proposed agreement. He had the best authority for saying that the constitution and rules of the League require that this should be the Council under which the Protocol of 1922 was negotiated. The British Government's attitude must be one of reserve.

Only Proper Solution.

He concluded by emphasising that the pursuit of the line the British Government had laid down offered the best and indeed the only proper solution of the episode that had caused a regrettable perturbation in Europe.

Agreement with the course the Foreign Secretary had taken was expressed at the conclusion of his statement by Sir Austin Chamberlain.

Economic Anxiety and Distress
the Cause.

[THROUGH REUTER'S AGENCY.]

BERLIN, Mar. 31.

Dr. Curtius, Reichsminister, in a speech in the Reichsrat, said that the economic anxiety and distress had impelled Austria and Germany to take action to equalise their Customs trade conditions in the hope of improving and extending their trade and industry. It was difficult to understand the objection that the proposed Customs Union affected Austria's independence, or violated her treaties, or endangered peace. They could not object to Mr. Henderson's intention to submit the matter to the League Council, while considering the examination of the legal aspects of the project as being unnecessary.

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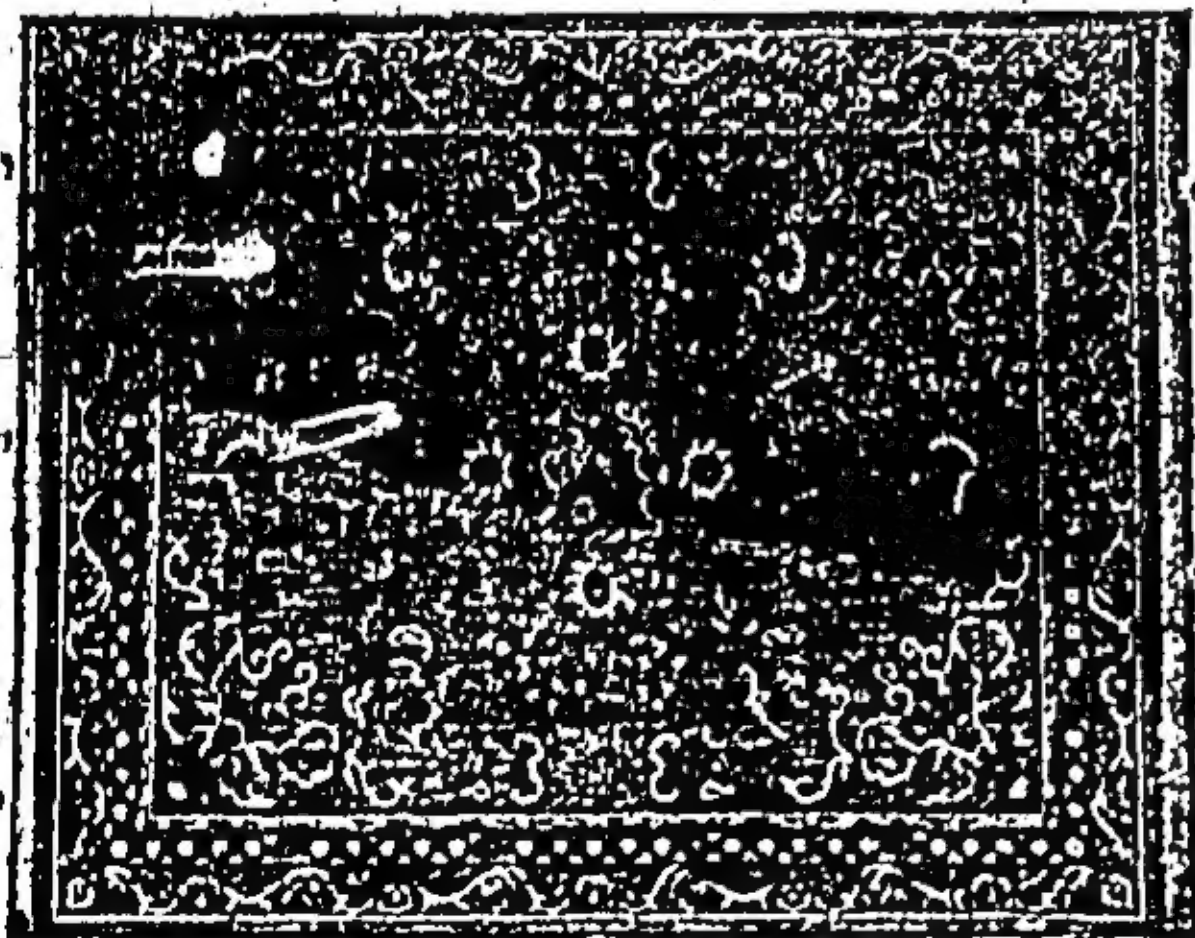


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Sports News

HOME RACING NOTES AND NEWS.

A REVIEW OF THE GRAND NATIONAL.

ENTRIES FOR FORTHCOMING EVENTS.

(From our HOME RACING CORRESPONDENT.)

The result of the Grand National was certainly unexpected, and with the possible exception of the winner, Grakle, none in the first eight to finish had shown form recently to justify their forward running in the race.

Grakle, by the way, was favourite last year, starting at 100/12, but fell the second time round. In February last he was third to Apostasy and Don Sancho over three miles three furlongs at Birmingham, 12 lengths behind the winner.

However, three miles and three-and-a-half mile Steeplechases over Park courses are no real test for the National, but are the only trials which are possible.

Gregalach's effort was surprising; he failed badly this year both at Newbury and Lingfield, and his display in the latter course was described as pathetic. He was stated as "done" at any rate for the time being, and was stated to be suffering from some internal trouble.

Annandale ran in the race last year, was conspicuous first time round, but fell. He is a consistent horse, won two small chases last year and was placed in several. His age is eight, and he should be noted for next year.

Another to remember is Glanvoss, four last year, and seventh this year. He is ten years old however, and the distance seems just too much for him.

It is sad to realise that two amongst these very gallant animals, lost their lives in the race, Swift Rowland and Drin. One begins to wonder, is it fair on the horses and are not we asking just a little too much of them?

Without doubt there will be renewed controversy on this question, for there are many who consider the race a cruel one.

The National is our greatest test of ability and stamina, and although essentially it must be a stiff proposition to negotiate, in fairness to the animals engaged, who have to race whether they like it or not, it seems that one or two of the worst obstacles might be modified, even if it means adding several additional jumps. An accident may happen of course at the smallest jump in a steeplechase, on the other hand there are one or two jumps at Aintree that seem to ask for really serious trouble.

All said and done, Racing is a sport, we go out for a day's enjoyment, not to come back depressed as any lover of a horse must have done this year at Aintree.

The Lincolnshire.
Knight Error won the Lincoln, and was well fancied. The second horse Rattlin-the-Reeler was rather unexpected, he only won a small race at York last year, this over 6 furlongs in August. He is a five-year-old and has been over the hurdles this season, so no doubt was very fit.

Tel-Aur, a four-year-old, also was only successful on one occasion last year, in a small race of just over 5 furlongs at Doncaster. In the latter he was receiving 9 lbs from Knight Error who finished fifth, and in last week's race there was only a lb between them in favour of Tel-Aur.

Classic Three-Year-Olds.
Last week I mentioned Portlaw, Goyegass, and Camerounian, and now for a few more.

Jacopo is trained by Captain Boyd-Rochford, and in four outings last season secured three wins and a second place. He was second to Doctor Dolittle in the Imperial Produce Stakes, beaten only by a neck; won the Molecomb Stakes at Goodwood value £1010, and the Windsor Castle Stakes at Ascot value £2105.

Two other good ones are Reveillon and St. George in the stable of J. Jarvis, and both are said to have made more than normal progress. Sandwich is also in the same stable, is a half brother to Manna and ran but once last year.

Another horse to have made considerable improvement is Homer, trained by John Watson. In the Middle Park Stakes at Newmarket over 6 furlongs, last season, he was third to Portlaw and Goyegass, and was 4th to Doctor Dolittle, Jacopo, and Leopard in the Imperial Produce Stakes.

Horitage, trained by C. Waugh, did not win as a two-year-old, but was placed in his last two races, and was only beaten a head by Dr. Dolittle in the Newbury Autumn Food Plate. The Derby should be a most interesting race this year.

FUTURE RACES.

The following entries no doubt will be of interest:—

ENTRIES.

The City and Suburban.

(To be run at Epsom on April 22)
The City and Suburban Handicap, a plate of 2,000 sovs.; for three-year-olds and upwards; the second to receive 200 sovs. and the third 100 sovs. out of the plate; lowest weight may be 6st 7lb. About one mile and a quarter.

Yrs	
Moyresque	5
Caballero	0
Trunchoon	4
Versailles	4
Leonidas II.	0
Strophon II.	0
Lucky Tor	0
Alcester	5
Midlothian	5
Oisris	5
Bunch	4
Silver Mount	4
Alight	5
Cat o' Nine Tails	4
Christopher Robin	4
Ultra Violet II.	4
The MacNab	4
Lovat Scout	4
Six Wheeler	4
Argonauts II.	5
Sol de Terre	4
Scatterdash	3
Grand Salute	4
Lansdowne	4
Gashmu	4
Lord Bill	4
Junius	4
Anthurium	4
Sardana	4
The Pen	4
Breadcrumb	4
Xandover	4
Fenimore Cooper	4
Nick of Time	4
Roi des Enfers	4
Ruston Pasha	4
Athford	0

Great Jubilee Handicap.

(To be run at Kempton Park on May 9)

The Forty-second Year of the Kempton Park Great "Jubilee" Handicap, at Plate of 2,000 sovs. (2,500 sovs. in specie, and 200 sovs. in plate or specie, at the option of the winner); second to receive 300 sovs., third 150 sovs., and fourth 50 sovs. out of the plate; for three-year-olds and upwards; lowest weight may be 6st 7lb. Jubilee Course (one mile and a quarter.)

Yrs	
Moyresque	5
Good Fish	4
Lucky Tor	0
Argillash	5
Silver Mount	4
Ghost Train	5
Christopher Robin	4
Cat o' Nine Tails	4
Flying Argosy	4
Masai	4
Racedale	5
Sol de Terre	4
The Scout II.	4
Argonauts II.	5
Aeragus	5
The MacNab	5
Lovat Scout	4
Parthenon	5
Artist's Proof	5
Six Wheeler	5
Singapore	4
British Sailor	4
Grand Salute	4
Lord Bill	4
Charleon	4
Salmon Leap	4
Calvados	4
Pixxit	4
O'Curry	5
Lion Hearted	5
Hot Bun	5
Diolite	4
The Pen	4
Xandover	4
Fenimore Cooper	4
Ruston Pasha	4
Ux Majour	4

The following horses were entered in Paris:—Houky, Baron d'Urie Kholoma.

The Queen's Prize.

(To be run at Kempton Park on April 6.)

The Queen's Prize, a high-weight handicap plate of 1,500 sovs.; second, to receive 200 sovs., third 100 sovs., and fourth 50 sovs. out of the plate; for three-year-olds and upwards; lowest weight not less than 7st 2lb.

Yrs	
Maywih	4
Buller	4
Tem d'Artifice	4
Ruston	0
Syram	0
Glenhazel	0
The Bastard	5
Ellbank	4
Jago	4
Arctic Star	4
Sir Joshua	4
Sea Rover	4
Cap-a-pie	4
Knight of Lorn	4

Norland	4
Mangro	4
Nestorian	0
Galhampton	4
Stearforth	5
Pauli	5
Blue Vision	4
Trimdon	5
Mercury	4
Empire Builder	5
Arctic Light	5
Coaster	5
Lord Bob	4
Saint Gali	4
Lop Ear	4
Bangle II.	4
Annaly	4

The Victoria Cup.
(To be run at Hurst Park on May 2)

The Victoria Cup, a handicap plate of 2,000 sovs.; a gold cup value 250 sovs. (or specie, at the option of the winner) and 1,500 sovs. to winner, 125 sovs. to second, 75 sovs. to third, and 50 sovs. to fourth; for three-year-olds and upwards; lowest weight may be 6st 7lb. Seven furlongs.

Yrs	
Sister Clover	4
Lucky Hunter	4
Flecting Memory	0
Ballyferis	4
Midlothian	5
Caballero	5
Oisris	5
Woodchuck	4
Tel-Aur	4

Goodwood Park	4
Red Queen	5
Soranette	4
Bennachie	4
Racedale	5
Sol de Terre	4
The Recorder	4
Vain Bachelor	3
Pence Pact	4
Boilath	5
Lansdowne	4
Grandmaster	4
Burgos	4
Rapahamock	4
Carleoon	4
Phalarope	4
Pricket	3
Whoopee	4
Bargany	4
Charger	4
Knight Error	5
Knight of the Vale	4
Poor Lad	4
Lion Hearted	4
Diolite	4
Gay Lord	5
King Baldwin	4
Devonio	4
Cleveland	4
Xandover	4
Rear Admiral	4
Queen of the Nile	4
The Dominio	4
Golden Urn	4
Fenimore Cooper	4
Lone Isle	4

The following horse was entered in Paris:—Highbrad.

The Quality of the entry for the City and Suburban is not so good

as that for the Jubilee, but if such as The MacNab, Ruston Pasha, Strophon II, Lucky Tor, The Pen, Christopher Robin, Sol de Terre and Athford, are trained for this race it should be interesting enough.

For the Jubilee the quality is good, a representative entry of the best middle-distance horses in training. Diolite should be well suited by the easy mile and a quarter, and last year Parthenon was second in the St. Leger, Singapore won that race, Ruston Pasha showed himself to be a good middle distance horse, and won the Cesare in the St. Leger and won the Cesare, which The Pen won the Cambridgehire, Lucky Tor the Jubilee and City and Suburban, The MacNab the Royal Hunt Cup, and Racedale was considered unlucky to have been beaten in the Cambridgehire. Finrit must also be noted.

In the Queen's Prize the most interesting entries are the gallant old Sir Joshua, Jugo, Arctic Star and Trimdon, also Empire Builder one of the best of last season's four-year-olds, and of better class than the other entries here.

For the Victoria Cup, a very interesting entry is The Recorder, just beaten in the Cambridgehire last season, and expected if fit to win this race and later on the Royal Hunt Cup at Ascot. He seems an ideal horse for the latter race.

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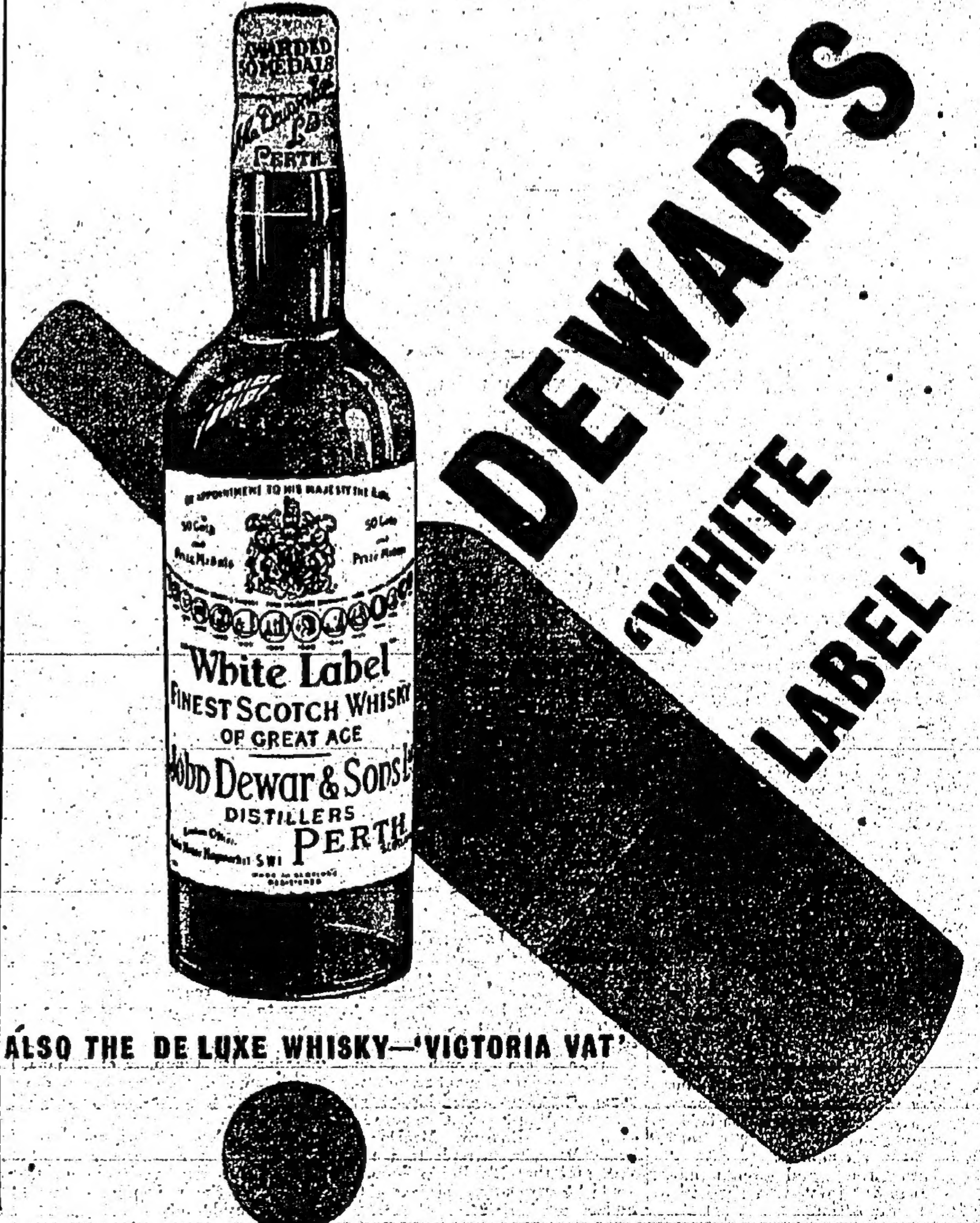
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ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on **TUESDAY**, the 7th DAY of APRIL, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok, Tai, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Acres	Approx. Area in Sq. Yds.	Approx. Area in Sq. Ft.	Approx. Area in Sq. M.
No. 2450	North of Kowloon Road, between Yau Street and Yau Street	As per sale plan.	About 1.410	333	333	333

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
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PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Acres	Approx. Area in Sq. Yds.	Approx. Area in Sq. Ft.	Approx. Area in Sq. M.
No. 2451	At junction of Yau Street and Yau Street	As per sale plan.	About 1.410	333	333	333

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on **TUESDAY**, the 7th DAY of APRIL, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Sham Shui Po, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Acres	Approx. Area in Sq. Yds.	Approx. Area in Sq. Ft.	Approx. Area in Sq. M.
No. 2452	At junction of Yau Street and Yau Street	As per sale plan.	About 1.410	333	333	333

HONG KONG FOOTBALL ASSOCIATION.
NOTICE OF REMOVAL.

EFFECTIVE from the 1st APRIL, 1931, the present Office of the Football Association will be removed to No. 20, ICE HOUSE STREET, Ground Floor.
W. E. HOLLANDS,
Hon. Secretary.

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STREET LIGHTING IN KOWLOON

WATERLOO ROAD CRASH RECALLED.

QUESTION FOR COUNCIL.

Questions in regard to public lighting in Kowloon will be asked by Hon. Mr. J. P. Braga at tomorrow's meeting of Legislative Council. Mr. Braga will also ask questions relative to bathing facilities in both Hong Kong and Kowloon.

The questions are as follows:—
1. Has the attention of Government been drawn to the newspaper report of a serious motor-car accident happening at Kowloon on the night of March 23 at a point in Waterloo Road close to its junction with Nathan Road, where the road is described as "extremely narrow and not particularly well lighted at night?"
2. With a view to minimizing the risk of similar accidents in future, will the Government consider the advisability of improving the public lighting of roadways within the residential areas in Kowloon?

Bathing Facilities.
A further question which Mr. Braga will ask is as follows:—
"Will the Honourable the Colonial Secretary state whether any reduction is contemplated this summer in the facilities usually afforded to residents in Hong Kong and at Kowloon in the matter of public bathing beaches?"

Second Readings.
At the same meeting, the Hon. Attorney General will move the second readings of a Bill to amend the law relating to Deportation and of a Bill to amend further the law relating to Larceny, whilst the Hon. Mr. W. E. L. Shenton will move the second reading of a Bill to provide for the incorporation of the Procurator in Hong Kong of the Salesian Society.

ADVERTISEMENTS.

THE HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (Weather Permitting) at HAI VALLEY on **SATURDAY, 7th APRIL**, and on **MONDAY, 9th APRIL**, 1931, commencing at 12.30 P.M. on Both Days. The First Ball will be rung at 12 O'clock Noon.

There will be an Interval for Tea after the 2nd Race on Both Days.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure.

Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 per day for Gentlemen and \$3.00 per day for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member; such Member to be responsible for Payment of All Ours, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

No Non-Protective Children will be permitted in either Enclosure during the Meetings.

PUBIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 per day including Tax for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, The Tea Men, &c., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

Tiffin will be served in the Restaurant in the Public Enclosure during the Tiffin Interval.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, March 28th, 1931.

By Order,
C. B. BROWN,
Secretary.

H.K.C.C. TENNIS TOURNAMENT

BRITISH PAIR PROGRESSES.

CHINESE DOUBLES STRUGGLE.

After a pretty long absence from the Tournament, A. L. Sullivan and L. Goldman, the foremost and only remaining British pair, featured yesterday against Segalen and Zimmermann in the third round of the Open Doubles Championship of the Colony, and as generally expected, won. They thus qualify to meet T. Honda and T. Akizawa to decide who should enter the semi-final.

The winners proved much too good for Segalen and Zimmermann, who could do little against the formidable attack of a well combined partnership. They succeeded only in the first set, and by their convincing performance they bid fair to beat their Japanese opponents.

In a more interesting match in the same event, Ho Ka Lau and Yew Man Kit met their compatriots Lee Woon Toot and Lee Wai Tsai. The pairs were well matched and after a ding dong struggle in two close sets, the former emerged victorious. They now meet the Lo brothers in the fifth round.

Some good competition was seen in the Handicap Singles.

Yesterday's results follow:—
Open Doubles.
A. L. Sullivan and L. Goldman beat Y. Segalen and F. Zimmermann, 6-1, 6-0.

Ho Ka Lau and Yew Man Kit beat Lee Woon Toot and Lee Wai Tsai, 7-5, 6-4.

Handicap Singles "A."
R. M. Henderson (rec. 2-0) beat D. W. Deane (ows 2-0), 6-1, 6-2.

Handicap Doubles.
Robinson and De. Lindo (ows 4-0) beat Bowker and Gordon (ser.), 6-4, 6-2.

S. E. Green and D. S. Green (ows 15) beat Prior and Brooks (rec. 15), 6-3, 3-6, 7-5.

Wood and Lennox (rec. 15) beat Ferguson and Wilson (ows 4-0), 11-9, 6-1.

TO-DAY'S MATCHES.
Open Singles.
A. L. Sullivan v. M. W. Lo.
L. Goldman v. H. N. Chau.

Mixed Doubles.
E. J. Dowley and Mrs. Dowley (rec. 3-0) v. C. E. Holmes and Miss Taylor (ows 1-0).

F. V. Jensen and Miss Larsen (rec. 15) v. W. M. Barton and Miss P. Brown (rec. 2-0).

O. E. R. Clabutti and Miss P. Brown (rec. 3-0) v. T. J. Price and Miss E. Jones (ser.).

R. Stock and Miss A. E. Lang (ser.) v. L. T. Rido and Miss Rudge (ows 3-0).

G. W. Sewell and Mrs. A. Pierce (ows 1-0) v. A. D. Humphreys and Miss Thomas (ows 15).

HOME FOOTBALL.
SCOTTISH LEAGUE MATCH RESULT.
(THROUGH REUTER'S AGENCY.)

LONDON, March 30.
In Division I. of the Scottish League to-day, Motherwell received Falkirk and won by six goals to one.

RUGBY.
CLUB "A" v. MEDWAY.

The following will represent the Club "A" against H.M.S. Medway to-day, at 5.15 p.m. on the Club ground:—

S. J. M. Fox, J. J. Ferguson, G. Moore, G. A. L. Plummer, G. P. Lammer, R. H. Griffiths, G. P. Ferguson, J. H. McEneaney, W. E. Peers, E. F. Buttress, T. M. Hartley, E. Mitford, McEneaney, E. B. Gammell, B. P. Massey.

HANDELSBANK'S NEW PREMISES.
REMOVAL TO ROYAL BUILDING.

Royal Building, which was once the King Edward Hotel, will be the new home of the Hong Kong branch of the Nederlandsche Indische Handelsbank.

The bank will move into its new quarters on the ground floor of Royal Building during the Easter holidays and will resume business after the holidays without any interruption.

Interviewed by a representative of the Daily Press, Mr. C. J. Ender, the local manager of the bank, stated that the firm had occupied its present premises at the corner of Ice House Street and Des Voeux Road Central for the last twenty-five years. Owing to the growth of the local branch, the present premises have become very cramped.

The new premises are very spacious and the new furniture and fittings that have been installed will make it one of the smartest offices in the city. There will be counters for the various departments in the bank and every detail that will prove of service to customers has been considered and, wherever possible, provided.

DEATH INQUEST.

RECENT MOTOR CYCLE FATALITY.

DRIVER EXONERATED.

The death of an elderly Chinese woman as the result of injuries received when she was knocked down by a motor-cycle in Queen's Road Central, on March 22, was investigated by Mr. E. H. Williams, sitting as Coroner, and a jury at the Central Magistrate's yesterday.

Dr. G. H. Thomas stated that the woman was brought to the Government Civil Hospital at 3.10 p.m. on the day in question in an unconscious condition, and died at 4.15 p.m. the same day. The post-mortem examination held the next day revealed bruises on the right side of the head. Internally there was a fracture of the skull, which caused death.

Cyclist's Evidence.
Li Wing Chan, the motor-cyclist, stated in evidence, that he was driving in Queen's Road Central, in a westerly direction at about 3.10 p.m., when a woman suddenly ran across the road from the "rickshaw stand" intending to reach the pavement in front of the National City Bank. He had sounded his horn before approaching the spot and was travelling at about ten miles an hour, but he was unable to prevent the front wheel knocking her down.

Witness continued that apparently the woman did not hear the sound of the horn and she had not satisfied herself that the road was clear before crossing it. Further, after the accident, he noticed that the woman had bound feet, which retarded her movements.

The constable on traffic duty at the Ice House Street junction said that he saw the motor-cycle approaching at a slow speed. Shortly after he heard a crash just as he was giving his attention to a motor bus.

Other evidence having been given as to the good condition of the brakes on the machine and of the driver's record, the jury returned a verdict of accidental death, attaching no blame to the driver.

WHY HE SOLD HIS DAUGHTER.
EXTREME POVERTY PLEADED.

ANOTHER MUI TSAI CASE.

The case in which Fung Sam Mui, an unmarried woman, was charged with keeping an unregistered mui tau, was pressed by the S.C.A. representative, Mr. Q. A. MacFayden, at the Central Police Court yesterday.

Mr. MacFayden said he wanted to press for a heavier penalty than usual, because the child was bought as recently as February last. The man who sold the child was her own father.

Continuing, Mr. MacFayden said that on Sunday a district watchman saw a crowd gathered in the street, and on enquiring into the matter, was told by the girl, who was in the centre of the group, that she had been ill-treated by her mistress. She was taken to the Government Civil Hospital, but it appears that the medical report was not enough for a charge of ill-treatment to be brought, although there were certain marks which were probably due to the girl being beaten five or six days before.

Extreme Poverty.

Mr. MacFayden went on to say that the man said he sold the child because he was extremely poor and when he heard that the girl was ill-treated, he came to get her back.

He (Mr. MacFayden) had not charged the father with aiding and abetting, as he could have done, this being in consideration of the circumstances—the fact that he was an ignorant countryman and the desirability of having him as a witness for the prosecution. Mr. MacFayden said he doubted if he could give the child back to him, as he was still poor and might sell her again.

Accused, in reply to the Court, declared that the child was "presented" to her. She admitted, however, that she paid \$63 in "vinegar" and "ginger money" to the child's father.

In fixing the woman \$150, or six weeks in default, the Magistrate (Mr. Williams) observed that the child's father did not deserve to have his child back at all—he could consider himself lucky that he was not charged with aiding and abetting.

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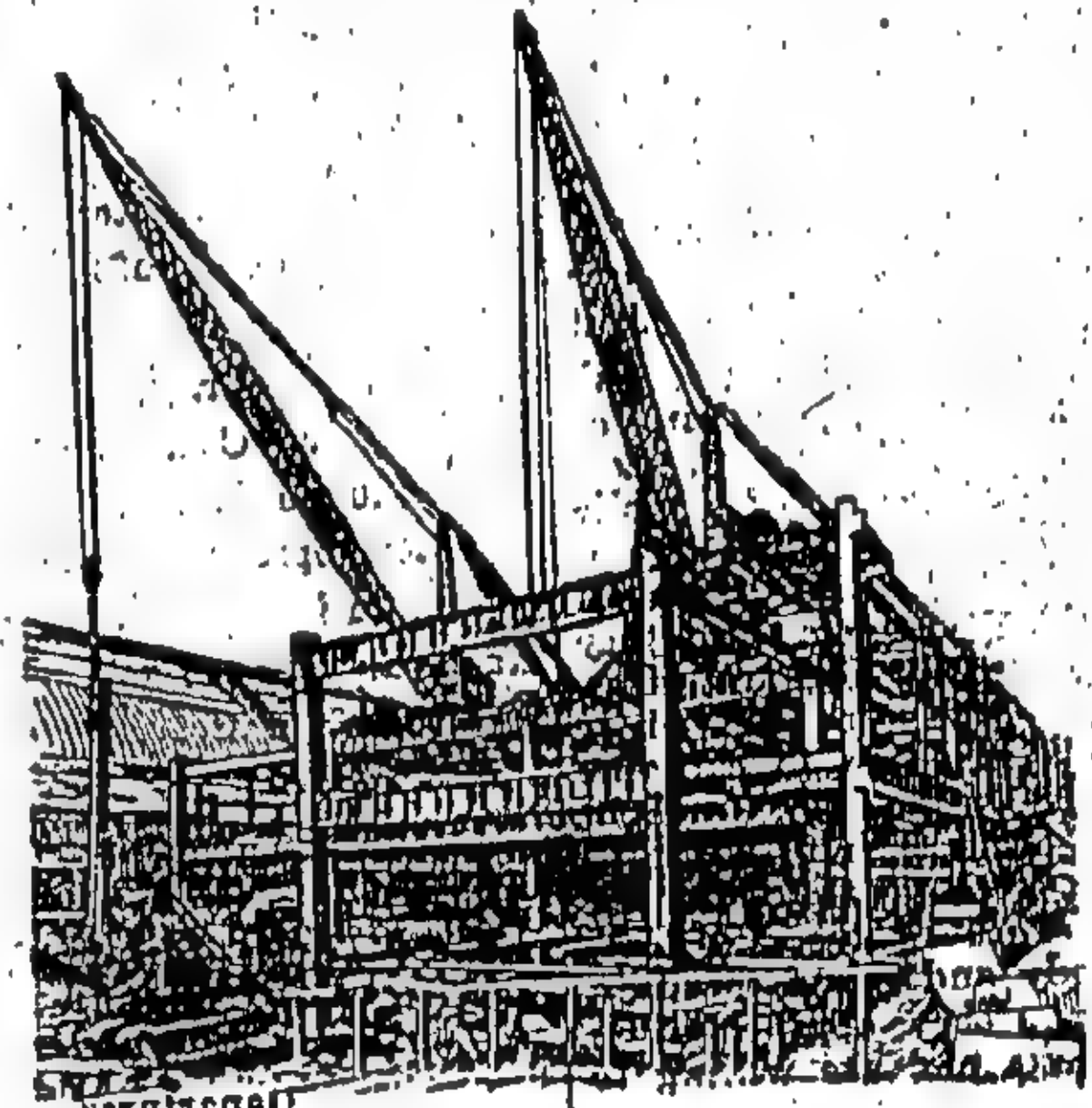
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CANTON Y.M.C.A.

ANNUAL FINANCIAL AND MEMBERSHIP DRIVE.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Mar. 31. The Canton Y.M.C.A. formally launched its annual financial and membership drive yesterday, the amount aimed at this year being \$35,000. The drive will close on April 14, during which period the zealous workers of the local "Y" as well as those who are interested in its work hope to "go over the top" of the quota. While funds are necessary for the upkeep and maintenance of the Y.M.C.A. and its work for the betterment and uplift of mankind, the membership factor is even more important. It is, therefore, the primary aim of the campaigners to enlist as many men and youths as possible as active members of the Canton Y.M.C.A. In consideration of the economic conditions of the youths it has been the custom of the Y.M.C.A. to reduce their membership fees to one-half the amount paid by the men.

In order to rev. the object of the present drive 15 corps with a captain and chief councillor over each have been organized. The captain of each corps gets his own recruits, there being no limit attached to the number of "soldiers" forming the corps.

That the local authorities are highly interested in the object of the Y.M.C.A. and the kind of work it is doing is reflected in their willingness not only to contribute large sums of money, but also to take an active part in the present financial and membership drive. Thus Admiral Chan Chak, Mr. Yung Kwei Ching, Superintendent of Canton Customs, Dr. Wu Pak Ling, Chief of the Bureau of Social Affairs, Mr. C. C. Lee, Chief of the Bureau of Public Utilities, Mr. Hau Chung Ching, Commissioner of Civil Affairs, and Dr. C. H. Chang, Secretary to Mayor Lin Yun Koy and Manager of the Canton Municipal Bank, are among the 15 captains conducting the drive. These enlightened high officials, in direct contrast with those of the past, all see in the work of the Y.M.C.A. a sound body and sound mind in the making. They appreciate its intrinsic value and are willing to help.

Following is a brief review of the work of the Canton Y.M.C.A. during last year—

Those who join the membership and support the work of the association in Canton form a cross section of the life of the city. A study of the more than 2,000 men and youths in the membership during the past year showed that out of over 100 members there were 30 students, 32 business men, 10 officials in government, five labouring men, five military or naval men, three doctors and smaller numbers from those employed in foreign firms, in hotels, in the customs and railroads.

Educational Work.—Three schools, the middle school, which emphasizes commercial courses; The evening school of commerce specializing in English and the free evening school for apprentices. The total enrolment shows an increase over previous years. The exhibit of Chinese and foreign art revealed a growing interest in this phase of life. A venture in the field of adult education brought an enrolment of more than 300 in a series of lectures on the social sciences.

Physical Work.—The swimming pool continues to be a mecca for boys during the hot summer months. It is the one safe place in the city where they can learn to swim. The basketball and volleyball gymnasium were more interesting because the bleachers had a seating accommodation of more than 1,000.

Religious Work.—The past year's outstanding events were the use of the moving pictures, "The King of Kings" and "Ben Hur" to give great crowds of people an introduction to the story of the life of Christ; the special meetings held while Mr. Sherwood Eddy was in Canton, when he spoke to more than 2,000 people, as well as the usual Bible study classes for students on Saturday evenings and the Sunday evening classes.

MAIL AT U.S. CONSULATE.

Mail has been received at the American Consulate General for the following persons:—W. O. Arnold, L. Bruce, W. W. Cadbury, P. Dry, T. F. Haskell, Mrs. S. E. Johnson, D. Kanley, G. H. Koster, H. A. Lane, McPherson, A. M. Martin, I. O. Moller, C. B. Ovarius, D. F. Palmer, O. Sika, Mrs. S. B. Stauffer, L. O. Tuckerman, Wardley, H. H. Winburg, S. A. Zweibel.

CHINA'S ATTITUDE TO LOANS.

FOREIGN CAPITAL WELCOMED ON CONDITIONS.

Hartford, March 23.—China's economic development and her attitude toward foreign loans and toward foreign capital were described here today in an address delivered by Dr. Wu Chao Chu, the Chinese Minister to the United States.

Dr. Wu outlined in detail the vast problem confronting China as she proceeds to the task of constructing railways and highways, waterways and steel works.

"China is facing her problems," said Dr. Wu. "She has modestly launched 'city planning' projects. She is seeking to rehabilitate her present railways, to build new ones, to construct highways, encourage aerial development and build new industries."

"Foreign capital is welcomed in China—but with safeguards to the Chinese. These safeguards are made necessary because in the matter of receiving foreign loans and in welcoming foreign capital China has in the past had some very unhappy experiences."

Dr. Wu said that China will, in the future, scrutinize all agreements providing for investment of foreign capital within her boundaries and providing for extension of foreign loans to her. She will, Dr. Wu said, eliminate from future agreements all possibility of political domination and economic exploitation.

"Subject to this sort of understanding," Dr. Wu continued, "we are ready to offer terms which will bring generous profit to foreign investors."

Last night Dr. Wu addressed the Chamber of Commerce at Providence, Rhode Island, on the economic development of China and the American inspiration to the Chinese Nationalist movement. His speech to-day was delivered at the Hartford Y.M.C.A.

PASSENGERS.

Departures.

The following passengers left yesterday by a.s. D'Artagnan:—Mr. and Mrs. R. H. Fife, Mr. J. Bretnage, Mr. H. Durrschmidt, Mr. D. Goodman, Mr. G. Duclou, Mr. and Mrs. Barretto, Mr. J. C. Guadalupe, Mr. J. H. Hendy Rev. Sister Andrea, Mrs. L. Keidan and child, Mr. M. M. Molina.

The following passengers left yesterday by a.s. Pres. Jackson:—Mr. F. B. Anderson, Miss Jankens Bell, Mr. A. Bizzelli, Mr. E. Jackson Casse, Mrs. Melville Collins, Mr. F. Elsi, Mrs. L. A. Garrard, Master John Garrard, Comdr. George C. Logan, U.S.N., Mr. George C. Logan, Mr. and Mrs. E. Lomana, Mr. and Mrs. M. M. Salcey, Miss Ann Salcey, Miss Sara Salcey, Mr. Paul Schmidt, Mr. F. Robert Slater, Major Edwin B. Spiller, U.S.N., Mrs. Edwin B. Spiller, Mrs. Helen Strok, Mrs. Eleanor Clarice Sutton, Mrs. Dorothy Waring, Mr. S. Weiss, Mr. William Van Buskirk, Mr. and Mrs. C. L. Green, Mrs. W. H. Agnew, Master Thomas Hodge, Miss Mary Hodge, Master Charles Hoffer, Mr. and Mrs. B. P. Piller, Miss Elizabeth Piller, Master B. P. Piller, Mr. Gregorio Aguirre, Mr. Santiago Foncea, Louis, Chas. L. Hutton, Mrs. C. L. Hutton, U.S.N., Master C. L. Hutton, Comdr. Harlow T. Kays, U.S.N., Mr. Fox, Mr. J. H. Reiser, Mr. A. McNeary, Mrs. J. W. Fleming, Mr. P. L. Mesolier, Mr. H. S. Chang, Miss E. Gertrude Lee, Mr. Isabela de los Reyes, Capt. and Mrs. A. G. Sandford, Mr. Gerhard Schwab, Mr. John Skinner, Mr. Clarence Stark, Mrs. J. K. Steele, Miss Peggy Steele, Mrs. James S. Waddington, Master Schofield Waddington, Mrs. S. F. Aubrey, Mr. and Mrs. Larr Anderson, Mr. and Mrs. Fred Bennett Ford, Miss Janet Ford, Master Fred Bennett Ford, Jr., Miss Angus McEwen, Mr. and Mrs. E. C. Noronha, Master Charles Noronha, Mr. O. P. Melville, Mr. R. N. Scott, Mr. Chan Tai Young, Mrs. Look Suk Yee, Mrs. O. E. Park, Master J. C. and C. E. Park, Mr. C. E. Park, Mr. and Mrs. K. L. Kellogg, Miss Betty M. Kellogg, Mr. Kellogg, Jr., Mr. and Mrs. E. Adkin, Mr. S. Gidley, Mr. H. Halloran, Mr. Leung Choi-U, Mrs. Mary B. Pollock, Mrs. L. H. Knapp, Mrs. C. V. Maudrey, Mrs. P. M. Thornton, Mr. S. O. Gregory, Mr. H. O. Biedermann, Miss P. Hansen, Mrs. L. K. Svenson, Mrs. G. W. Grephy, Miss Caroline B. Braga, Mrs. M. McDrown.

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA.

Pres. Polk, Dollar, April 3.
Pres. Adams, Dollar, April 10.

AMOEY.

Tijmanook, J.C.J.L., April 1.
Tainan, B. & S., April 1.
Haiyang, Douglas, April 3.
Tingogara, J.C.J.L., April 3.
Ahuai, B. & S., April 5.
Haiyang, Douglas, April 5.
Tainan, B. & S., April 9.
Takada, B.I., April 11.
Kumang, Jardine's, April 17.
Sirdhana, B.I., April 24.
Suisang, Jardine's, April 25.

ANTWERP.

Annam, Manners, April 3.
Fushimi Maru, N.Y.K., April 4.
Karmala, P. & O., April 4.
Selandia, Manners, April 18.
Hakozaki Maru, N.Y.K., April 19.

AUSTRALIAN PORTS.

St. Albans, E. & A., April 1.
Changte, B. & S., April 21.
Kamo Maru, N.Y.K., April 25.

BALTIC PORTS.

Annam, Manners, April 3.
Selandia, Manners, April 10.

BALTIMORE.

Taybank, Bank, April 7.

BANGKOK.

Kaying, B. & S., April 5.

BARCELONA.

Coblentz, Melchers, April 3.
Burgeland, Jelsen, April 25.

BELOWAN-DELL.

Cremor, J.C.J.L., April 9.

BOMBAY.

Mizaport, P. & O., April 8.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 10.
Tottori Maru, N.Y.K., April 27.

BOSTON.

Pres. Polk, Dollar, April 5.
Taybank, Bank, April 7.
Japanese Prince, Furness, April 9.
Lisbon Maru, N.Y.K., April 13.
Pres. Adams, Dollar, April 19.
Chinese Prince, Furness, April 21.

BREMEN.

Coblentz, Melchers, April 3.
Karmala, P. & O., April 11.
Franken, Melchers, April 25.

BRINDISI.

Hilda, Dodwell's, April 12.
Pilsna, Dodwell's, April 10.

CALCUTTA.

Santhia, B.I., April 4.
Kutang, Jardine's, April 7.
Malacca Maru, N.Y.K., April 9.
Murotan Maru, N.Y.K., April 15.
Taina, B.I., April 18.
Yuensang, Jardine's, April 20.

CASABLANCA.

Autolycus, B.F., April 1.
Persens, B.F., April 25.

CHEFOO.

Huichow, B. & S., April 4.
Kueichow, B. & S., April 21.

COLOMBO.

Fushimi Maru, N.Y.K., April 4.
Pres. Polk, Dollar, April 5.
Carnarvonshire, Jardine's, April 8.
Mirzapore, P. & O., April 8.
Karmala, P. & O., April 11.
Tango Maru, N.Y.K., April 11.
Hilda, Dodwell's, April 12.
Hector, B.F., April 15.
Hakozaki Maru, N.Y.K., April 18.
Pilsna, Dodwell's, April 10.
Pres. Adams, Dollar, April 19.
Anchises, B.F., April 21.
Glenluce, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix-Roussel, M.M., April 28.

COPENHAGEN.

Annam, Manners, April 3.
Selandia, Manners, April 10.

DALNY.

Chenab, B. & S., April 1.
Teau, B. & S., April 6.
Acenes, B.F., April 7.
Linan, B. & S., April 13.

DUTCH PORTS.

Autolycus, B.F., April 1.
Oregon Star, Dodwell's, April 2.
Annam, Manners, April 3.
Coblentz, Melchers, April 3.
Coblentz, Melchers, April 3.
Carnarvonshire, Jardine's, April 8.
Formosa, Gilman's, April 10.
Karmala, P. & O., April 11.
Oldenburg, Jelsen, April 13.
Hector, B.F., April 15.
City of Khios, Bank, April 16.
Selandia, Manners, April 18.
Hakozaki Maru, N.Y.K., April 18.
Anchises, B.F., April 21.
Burgeland, Jelsen, April 25.
Franken, Melchers, April 25.
Glenluce, Jardine's, April 25.
Persens, B.F., April 25.

FOOCHOW.

Haiyang, Douglas, April 3.
Huichow, B. & S., April 4.
Tena, B. & S., April 6.
Haiching, Douglas, April 7.
Cheongshing, Jardine's, April 12.

GENOA.

Coblentz, Melchers, April 3.
Pres. Polk, Dollar, April 5.
Formosa, Gilman's, April 10.
Hilda, Dodwell's, April 12.
Lima Maru, N.Y.K., April 13.
Oldenburg, Jelsen, April 13.
Pilsna, Dodwell's, April 10.
Pres. Adams, Dollar, April 19.
Teiresias, B.F., April 20.
Burgeland, Jelsen, April 25.

GLASGOW.

Autolycus, B.F., April 1.
Hector, B.F., April 15.
Teiresias, B.F., April 20.

GOTHENBURG.

Formosa, Gilman's, April 10.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S., April 10.
Kiangchow, B. & S., April 24.

HAMBURG.

Autolycus, B.F., April 1.
Oregon Star, Dodwell's, April 2.
Annam, Manners, April 3.
Coblentz, Melchers, April 3.
Carnarvonshire, Jardine's, April 8.
Formosa, Gilman's, April 10.
Oldenburg, Jelsen, April 13.
City of Khios, Bank, April 16.
Selandia, Manners, April 18.
Anchises, B.F., April 21.
Burgeland, Jelsen, April 25.
Franken, Melchers, April 25.
Glenluce, Jardine's, April 25.
Persens, B.F., April 25.

HAYRE.

City of Khios, Bank, April 16.
Teiresias, B.F., April 20.

HONOLULU.

Asama Maru, N.Y.K., April 1.
Shinyo Maru, N.Y.K., April 14.
Rokuyo Maru, N.Y.K., April 22.

JAPAN PORTS.

Asama Maru, N.Y.K., April 1.
Emp. of Japan, C.P.S., April 1.
Wakasa Maru, N.Y.K., April 1.
Hakusan Maru, N.Y.K., April 2.
Pembrokehire, Jardine's, April 4.
Col. di Lana, Dodwell's, April 6.
Nellore, E. & A., April 6.
Kutang, Jardine's, April 7.
Pilsna, Dodwell's, April 10.
Emp. of Asia, C.P.S., April 10.
Kalyan, P. & O., April 10.
Takada, B.I., April 11.
Alster, Melchers, April 12.
Agamemnon, B.F., April 13.
General Metzinger, M.M., April 13.
Ionian Star, B.F., April 14.
Shinyo Maru, N.Y.K., April 14.
Hakozaki Maru, N.Y.K., April 18.
Taina, B.I., April 18.
Pres. Adams, Dollar, April 19.
Yuensang, Jardine's, April 20.
Anchises, B.F., April 21.
Glenluce, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.
Felix-Roussel, M.M., April 28.

KUEICHOW.

Huichow, B. & S., April 4.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

KUEICHOW.

Huichow, B. & S., April 4.
Cheongshing, Jardine's, April 12.
Kueichow, B. & S., April 21.

MANILA.

St. Albans, E. & A., April 1.
Emp. of Asia, C.P.S., April 2.
Coblentz, Melchers, April 3.
Pres. McKinley, A.M.L., April 7.
Pres. Jefferson, A.M.L., April 11.
Tingogara, J.C.J.L., April 14.
Changte, B. & S., April 21.
Kamo Maru, N.Y.K., April 25.
Tijadad, J.C.J.L., April 28.

MARSEILLES.

Autolycus, B.F., April 1.
Annam, Manners, April 3.
Fushimi Maru, N.Y.K., April 4.
Pres. Polk, Dollar, April 5.
Karmala, P. & O., April 11.
Lima Maru, N.Y.K., April 13.
Angers, M.M., April 14.
Hector, B.F., April 15.
Selandia, Manners, April 18.
Hakozaki Maru, N.Y.K., April 18.
Pres. Adams, Dollar, April 19.
Anchises, B.F., April 21.
Franken, Melchers, April 25.
Rajputana, P. & O., April 25.
Felix-Roussel, M.M., April 28.
Persens, B.F., April 28.

NAPLES.

Pres. Polk, Dollar, April 5.
Japanese Prince, Furness, April 9.
Pres. Adams, Dollar, April 19.
Chinese Prince, Furness, April 21.

NEW YORK, BOSTON, etc.

Pres. Polk, Dollar, April 5.
Taybank, Bank, April 7.
Japanese Prince, Furness, April 9.
Lisbon Maru, N.Y.K., April 13.
Pres. McKinley, A.M.L., April 14.
Pres. Adams, Dollar, April 19.
Chinese Prince, Furness, April 21.
Pres. Grant, A.M.L., April 23.

NEWORLEANS.

Chenab, B. & S., April 1.
Teau, B. & S., April 6.
Chusan, B. & S., April 8.
Linan, B. & S., April 13.

NORTH CHINA PORTS.

Fulda, Melchers, April 6.
Acenes, B.F., April 7.
Alster, Melchers, April 12.
Trave, Melchers, April 17.

PAKHOL.

Kingyuan, B. & S., April 10.
Kiangchow, B. & S., April 24.

PANAMA.

Lisbon Maru, N.Y.K., April 13.
Pres. McKinley, A.M.L., April 14.
Rokuyo Maru, N.Y.K., April 22.
Pres. Grant, A.M.L., April 23.

PENANG.

Oregon Star, Dodwell's, April 2.
Fushimi Maru, N.Y.K., April 4.
Santhia, B.I., April 4.
Pres. Polk, Dollar, April 5.
Kutang, Jardine's, April 7.
Carnarvonshire, Jardine's, April 8.
Malacca Maru, N.Y.K., April 8.
Mirzapore, P. & O., April 8.
Cremor, J.C.J.L., April 9.
Karmala, P. & O., April 11.
Tango Maru, N.Y.K., April 11.
Hector, B.F., April 15.
Murotan Maru, N.Y.K., April 15.
Hakozaki Maru, N.Y.K., April 18.
Taina, B.I., April 18.
Pres. Adams, Dollar, April 19.
Yuensang, Jardine's, April 20.
Anchises, B.F., April 21.
Glenluce, Jardine's, April 25.
Rajputana, P. & O., April 25.
Tottori Maru, N.Y.K., April 27.

RABAU.

St. Albans, E. & A., April 1.

RANGOON.

Malacca Maru, N.Y.K., April 8.
Murotan Maru, N.Y.K., April 15.

SAIGON.

Angers, M.M., April 14.
Felix-Roussel, M.M., April 28.

SANDAKAN.

Mausang, Jardine's, April 8.
Hinsang, Jardine's, April 11.
Tijadad, J.C.J.L., April 28.

SAN FRANCISCO.

Asama Maru, N.Y.K., April 1.
Pres. McKinley, A.M.L., April 14.
Shinyo Maru, N.Y.K., April 14.
Pres. Grant, A.M.L., April 23.

SCANDINAVIAN PORTS.

Annam, Manners, April 2.
Formosa, Gilman's, April 10.
Selandia, Manners, April 18.

SEATTLE.

Pres. Taft, Dollar, April 6.
Lisbon, B.F., April 9.
Pres. Jefferson, A.M.L., April 10.
Hicma Maru, N.Y.K., April 21.

SHANGHAI.

Asama Maru, N.Y.K., April 1.
Chenab, B. & S., April 1.
Emp. of Japan, C.P.S., April 1.
Fushimi Maru, N.Y.K., April 1.
Teina, B. & S., April 1.
Wakasa Maru, N.Y.K., April 1.
Hakusan Maru, N.Y.K., April 2.
Tingogara, J.C.J.L., April 3.
Pembrokehire, Jardine's, April 4.
Kwaiaang, Jardine's, April 5.
Shantung, B. & S., April 6.

SHANGHAI. (Continued).

Col. di Lana, Dodwell's, April 6.
Emp. of Asia, C.P.S., April 6.
Fulda, Melchers, April 6.
Nellore, E. & A., April 6.
Teau, B. & S., April 6.
Acenes, B.F., April 7.
Phenius, B.F., April 7.
Pilsna, Dodwell's, April 7.
Suizang, B. & S., April 7.
Hangsang, Jardine's, April 8.
Kalyan, P. & O., April 8.
Kalyan, P. & O., April 8.
Emp. of Asia, C.P.S., April 10.
Kiangchow, B. & S., April 10.
Takada, B.I., April 11.
Alster, Melchers, April 12.
Sunning, B. & S., April 12.
Agamemnon, B.F., April 13.
General Metzinger, M.M., April 13.
Linan, B. & S., April 13.
Ionian Star, B.F., April 14.
Shinyo Maru, N.Y.K., April 14.
Vogtland, Jelsen, April 15.
Yatahing, Jardine's, April 15.
Burdwan, P. & O., April 17.
Haruna Maru, N.Y.K., April 17.
Kumsang, Jardine's, April 17.
Trave, Melchers, April 17.
Ephenor, B.F., April 20.
Mannan, B.F., April 20.
Hicma Maru, N.Y.K., April 21.
Comorin, P. & O., April 24.
Glenluce, Jardine's, April 24.
Emp. of Canada, C.P.S., April 25.
Duisburg, Jelsen, April 25.
Achilles, B.F., April 27.
Sphinx, M.M., April 27.
Java, Manners, April 28.

SINGAPORE.

Autolycus, B.F., April 1.
Oregon Star, Dodwell's, April 2.
Fushimi Maru, N.Y.K., April 4.
Santhia, B.I., April 4.
Anhui, B. & S., April 5.
Pres. Polk, Dollar, April 5.
Kutang, Jardine's, April 7.
Carnarvonshire, Jardine's, April 8.
Malacca Maru, N.Y.K., April 8.
Mirzapore, P. & O., April 8.
Cremor, J.C.J.L., April 9.
Karmala, P. & O., April 1

CHINA NAVIGATION COMPANY, LIMITED.

Amoy & Shanghai	On 1st Apr.	5 p.m.
Shanghai, Nanking & Dairen	On 1st Apr.	5 p.m.
FOOCHOW, SWATOW & SINGAPORE	On 4th Apr.	Noon
SWATOW, SHANGHAI & TIENTSIN	On 6th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 8th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 10th Apr.	Noon
SWATOW, SHANGHAI & TIENTSIN	On 12th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 14th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 16th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 18th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 20th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 22nd Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 24th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 26th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 28th Apr.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 30th Apr.	5 p.m.

TRAVEL A-O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNNED)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STAPLES CARRIED.

Enjoy Your Short Cruise to Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 278 RETURN.

LONDON (via Australia) from £186-10-0.

STEAMER	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong
CHANGTE	14th Apr.	21st Apr.	28th Apr.	5th May
TAIPING	18th Apr.	25th Apr.	2nd May	9th May
CHANGTE	22nd Apr.	29th Apr.	6th May	13th May
TAIPING	26th Apr.	3rd May	10th May	17th May

AUSTRALIAN-ORIENTAL LINE, LIMITED.

BUTTERFIELD & SWIRE AGENTS, HONG KONG-SHANGHAI

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COPENHAGEN.

The M.S. "ANNAM"

on or about 3rd APRIL

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailings	SHANGHAI, WFO.	COPENHAGEN, ETC.
M.S. "Annam"	3rd April	16th April
M.S. "Scandia"	6th April	5th May
M.S. "Danmark"	28th April	28th May
M.S. "Java"	28th May	28th June
M.S. "Asia"	28th May	28th June

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FREQUENT SERVICE

BOSTON AND NEW YORK

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JAPANESE PRINCE ... April 9th

CHINESE PRINCE ... April 21st

SIAMESE PRINCE ... May 19th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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"CREMER"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 9th April, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

For Passage, apply—

JAVA-CHINA-JAPAN-LIJN.

Telephone 23015. YORK BUILDING, CHATER ROAD.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time	Remarks
Windward	12	28.67	76.5	WSW	2	...	...	...	...	...	...
Namam	11	28.90	75.3	NNW	1	...	...	...	...	...	...
Hakodadi	...	30.12	76.5	S	1	...	...	...	...	...	...
Tokio	...	30.20	76.7	W	1	...	...	...	...	...	...
Kobe	...	30.02	76.2	ENE	2	...	...	...	...	...	...
Nagasaki	...	29.88	76.1	ESE	3	...	...	...	...	...	...
Ragoshima	...	29.88	76.0	S	2	...	...	...	...	...	...
Oshima	...	29.92	76.0	SSW	1	...	...	...	...	...	...
Naha	...	29.94	76.0	E	1	...	...	...	...	...	...
Ishigakijima	...	29.81	76.2	E	1	...	...	...	...	...	...
Bonin Island	...	29.89	76.1	NE	2	...	...	...	...	...	...
Chesoo	15	30.09	76.4	NNW	1	...	...	...	...	...	...
Shanghai	14	29.98	76.1	NNW	1	...	...	...	...	...	...
Gutalei	...	29.98	76.1	NNW	1	...	...	...	...	...	...
Wenchow	...	29.87	75.8	ENE	2	...	...	...	...	...	...
Foochow	...	29.92	75.9	SSE	4	...	...	...	...	...	...
Amoy	...	29.86	75.8	SW	1	...	...	...	...	...	...
Swatow	...	29.98	76.1	NNW	1	...	...	...	...	...	...
Taihekou	11	29.98	76.1	NNW	1	...	...	...	...	...	...
Taihu	...	29.98	76.1	NNW	1	...	...	...	...	...	...
Tientsin	...	29.93	76.0	S	2	...	...	...	...	...	...
Koshu	...	29.90	75.9	E	3	...	...	...	...	...	...
Pescadore	...	29.92	75.9	ENE	4	...	...	...	...	...	...
Hong Kong	14	29.89	75.9	ENE	4	...	...	...	...	...	...
Gap Rock	...	29.89	75.9	SE	2	...	...	...	...	...	...
Macao	...	29.86	75.8	SE	1	...	...	...	...	...	...
Holbow	...	29.90	75.9	NE	2	...	...	...	...	...	...
Pratas Island	...	29.86	75.8	ENE	2	...	...	...	...	...	...
Paulien	15	29.82	75.7	SSE	4	...	...	...	...	...	...
Tourais	...	29.82	75.7	ENE	4	...	...	...	...	...	...
Cape St. James	7	29.81	75.7	NNW	4	...	...	...	...	...	...
Rasoo	14	29.82	75.7	SSE	4	...	...	...	...	...	...
Aparr	...	29.81	75.7	NNW	4	...	...	...	...	...	...
Tuguegarao	...	29.77	75.6	NNW	4	...	...	...	...	...	...
Vigan	...	29.83	75.7	SW	2	...	...	...	...	...	...
Manila	...	29.81	75.7	SW	2	...	...	...	...	...	...
Legaspi	...	29.83	75.7	ENE	4	...	...	...	...	...	...
Calbayog	...	29.78	75.6	SSW	2	...	...	...	...	...	...
Tacloban	...	29.78	75.6	ENE	4	...	...	...	...	...	...
Ililo	...	29.82	75.7	ENE	4	...	...	...	...	...	...
Cebu	...	29.76	75.6	SW	4	...	...	...	...	...	...
Surigao	...	29.80	75.6	ENE	4	...	...	...	...	...	...
Saipan	...	11.00	...	...	...	...	...	...	...	...	...
Guam	12.22	29.89	75.9	ENE	4	...	...	...	...	...	...
Yap	...	11.00	29.83	75.7	ENE	4	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.80	75.6	NNW	4	...	...	...	...	...	...

March 31st. 10A. 40m.—Pressure is highest over N. Japan. A depression is situated between Nagasaki and Oshima.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 4.05 inches, against an average of 6.10 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 1.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamook
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

Light variable winds; probably freshening from N.E. Fair generally, fog.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Barometer	Thermometer	Humidity	Wind	Force	Weather	Rain
29.87	75.7	77	ENE	4	...	...
29.87	75.7	77	ENE	4	...	...
29.87	75.7	77	ENE	4	...	...

Highest open-air temperature, 70.7 F.

Lowest open-air temperature, 51.6 F.

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$9.00

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From April 1 to 7, 1931.

Days of Week	Date	High Water	Low Water
Wed.	1	h. m. 09 45	h. m. 02 24
Thur.	2	h. m. 09 31	h. m. 02 15
Fri.	3	h. m. 09 18	h. m. 02 06
Sat.	4	h. m. 09 05	h. m. 01 57
Sun.	5	h. m. 08 52	h. m. 01 48
Mon.	6	h. m. 08 39	h. m. 01 39
Tues.	7	h. m. 08 26	h. m. 01 30

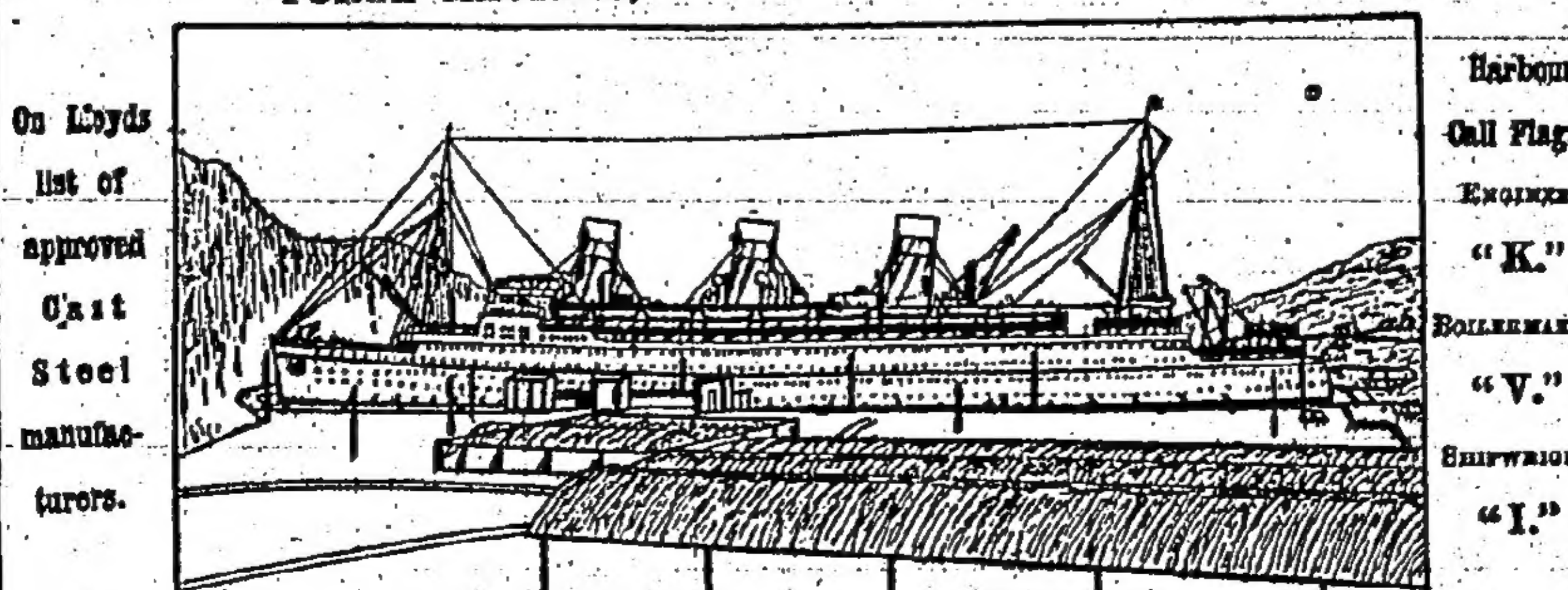
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Codes Used—A.I. A.B.C. Fifth Edition: Engineering, First and Second Edition, Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Sun. 6th Apr. at 7 a.m.
	"HANGSANG"	Wed. 8th Apr. at 7 a.m.
	"WAISHING"	Sun. 12th Apr. at 7 a.m.
	"YATSHING"	Wed. 15th Apr. at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tues. 7th Apr. at 3 p.m.
	"YUTSANG"	Mon. 20th Apr. at 3 p.m.
	"KUMSANG"	Fri. 8th May, at 5 p.m.
OSAKA via AMOY, SHAL, MOJI & KOBE	"KUMSANG"	Fri. 17th Apr. at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUTSANG"	Satur. 25th Apr. at 7 a.m.
	"HOSANG"	Wed. 6th May, at 7 a.m.
SANDAKAN	"MAUSANG"	Wed. 8th Apr. at Noon
	"HINSANG"	Satur. 11th Apr. at Noon
TIENTSIN via SWATOW & FOOCHOW	"OHEONGSHING"	Sun. 12th Apr. at 7 a.m.
	"CHIFSHING"	Sun. 19th Apr. at 7 a.m.

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GLEN LINE.

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1st DECEMBER/31st MAY ... £82. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Steamship	"O'BARNYONSHIRE" (Via Oran)	8th Apr.
Motor Vessel	"GLENLUCE"	25th Apr.
Steamship	"GLENIFFER"	30th May

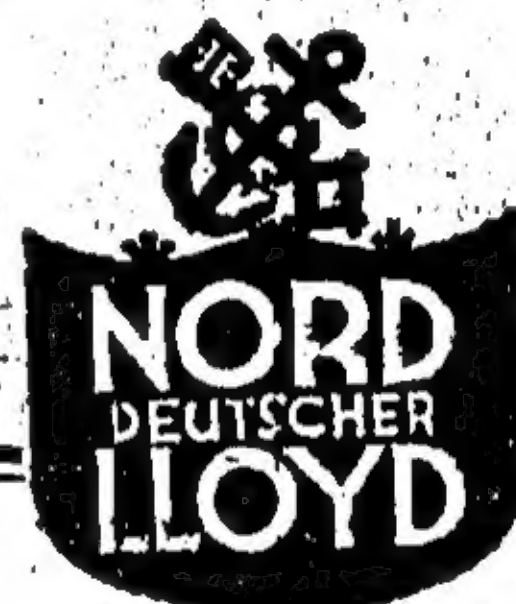
To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"PEMBROKESHIRE"	4th Apr.
Steamship	"GLENIFFER"	24th Apr.
Motor Vessel	"GLENUGLE"	5th May
Steamship	"GLENSHANE"	25th May

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AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "COBLENZ"	...	departure 6th Apr.
Freight	S.S. "Franka"	...	departure 25th Apr.
Pass.	M.S. "FULDA"	...	departure 2nd May
Freight	M.S. "Fulda"	...	departure 18th May
Pass.	S.S. "Trier"	...	departure 30th May
Freight	S.S. "Trier"	...	departure 15th June

Passenger steamers sailing via Manila and Porto to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Porto to Marseilles, Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

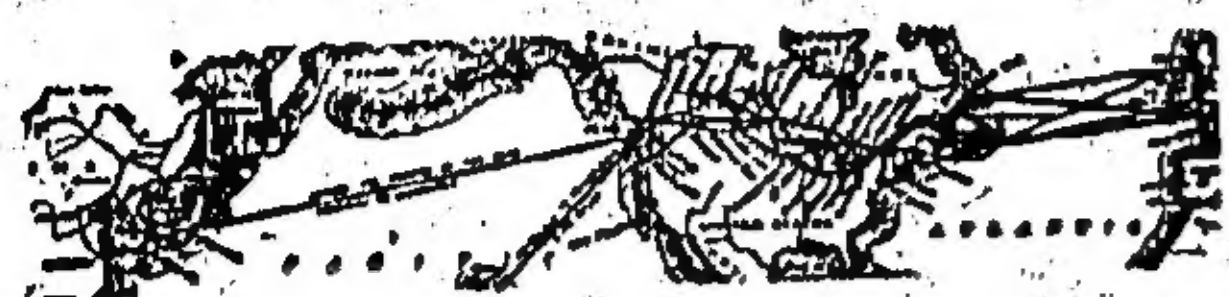
SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers N. CHINA & JAPAN Freight etc.)

Pass.	M.S. "FULDA"	...	due here 7th Apr.
Freight	S.S. "Altor"	...	due here 12th Apr.
Freight	M.S. "Fulda"	...	due here 17th Apr.
Pass.	S.S. "Trier"	...	due here 30th May
Freight	S.S. "Trier"	...	due here 15th May
Pass.	S.S. "DEBETLINGER"	...	due here 1st June

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ASAMA MARU ... Wednesday, 1st April

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HEIAN MARU ... Tuesday, 21st April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... Saturday, 4th April

SYDNEY & MELBOURNE via Manila & Ports.

KAMO MARU ... Saturday, 26th April

KITANO MARU ... Saturday, 26th April

BOMBAY via Singapore, Penang & Colombo.

TANGO MARU ... Saturday, 11th April

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BORUYO MARU ... Wednesday, 22nd April

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Tuesday, 14th April

NEW YORK, BOSTON via PANAMA.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

LIMA MARU ... Monday, 12th April

CAIRO via Singapore, Penang & Rangoon.

MALACCA MARU ... Wednesday, 8th April

MURORAN MARU ... Wednesday, 10th April

SHANGHAI, KOBE & YOKOHAMA

WAKASA MARU ... Wednesday, 1st April

HAKUSAN MARU ... Friday, 3rd April

HARUNA MARU ... Friday, 17th April

+ Cargo only.

For further information, apply to—

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FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

ANGERS ... 14th Apr.

FELIX ROUSSEL ... 28th Apr.

G. METZINGER ... 11th May

SPHINX ... 26th May

PORTHOS ... 9th June

CHENONORAU ... 23rd June

ATHOS II ... 7th July

DARTAGNAN ... 21st July

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 24,700 TONS;
THROUGH CARGO
40,600 TONS.

The returns, shown at the Harbour
Office, of vessels carrying cargo to
the Colony during the 24 hours
ended at 9 a.m. yesterday were:—

Cargo for Through Ports.

British Kidderpore, Singapore 63 8,082

City of Athens, Singapore 937 2,734

Yuenanang, Singapore 530 911

Plerodon, Balikpapan 7,660 —

Koying, Swatow 925 —

St. Albans, Moji 30 474

Takchoe, San Pedro 5,000 —

Kittawa, Port Kaituma 1,353 —

Autolyceus, Shanghai 3 3,077

American Pros. Jackson, Manila 175 2,408

Golden River, Sumit Bay — 2,000

Bellingham, Kobe 218 305

Dutch Cremor, Singapore 698 2,004

French Felix Roussel, Saigon 212 1,480

Japanese Menado Maru, Hoibow 1,004 92

Canada Maru, Moji 129 4,114

Toba Maru, Manila 10 5,068

Takushima Maru, Karantan 1,434 2,436

Saka Maru, Miiki 3,316 4,380

Chinese Cheung On, Shanmei 67 67

Total 24,721 40,583

ARRIVALS AND DEPARTURES

The arrivals and departures dur-

ing the period under review were:

British 12 10

American 3 4

Dutch 1 0

French 1 1

Japanese 5 3

Chinese 1 0

Total 23 18

ASIATIC DECK PASSENGERS.

The following vessels brought

Asiatic deck passengers to the

Colony during the 24 hours ended

at 9 a.m. yesterday:—

Yuenanang (British) Calcutta, Singapore 933

Cremor (Dutch) Belawan, Deli, Singapore 2,103

Felix Roussel (French) Mar-

seilles, Saigon 210

Menado Maru (Japanese) Haiphong, Hoibow 212

Cheung On (Chinese) Shan-

mei 59

Total 3,542

SHIPS IN HARBOUR.

The following merchant vessels

were in port yesterday:—

Wharves:—Kowloon: Franconia,

D'Artagnan, Selandia, Empress of

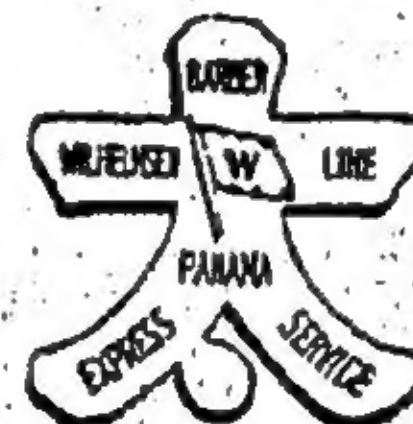
Japan, Asama Maru; Holt's: Calchas, City of Athens; O.S.K.: Menado Maru; Douglas Empirak; Haining; Chin On: Hydrangea.

Docks:—Kowloon: Haru Maru, Suana II, Pronto, Prosper, Prominent, An Lee; Taikoo: Hanyang, Nanning, Chusan, Ixion, Kiangsu, Shun Chih, Tjinoria; Cosmopolitan: Corato.

Buoys:—A2 Tjimanock, A3 Tokushima Maru, A4 Tjikembang, A5 Cremor, A6 Autolyceus, A7 Canada Maru, A8 Toba Maru, A12 Saka Maru, A13 St. Albans, B3 Plerodon, B5 Hiram, B9 Stochuen, B14 Kaying, B16 Chungkong, B17 Selandia, B18 Wo Fui Sing, B20 Hui-chow, B21 Ardent, B23 Yusan Maru, B24 Tehekam, B26 Tinho, C1 Promise, C3 Clara Jebson, C4 Song Bo, C6 Halldor.

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF RHODOS" ... Havre, London, Rotterdam & Hamburg ... 16th April

S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

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M.V. "TWEEDBANK" ... 4th May

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 10th April

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Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MIBZAPOR"	6,715	8th Apr.	Straits, Colombo & Bombay.
"KARMALA"	9,123	11th Apr.	Mars. L'don, Hull, B'dm. & A'warp
"RAJPUTANA"	16,568	25th Apr.	Marselles and London.
"SOUDAN"	—	2nd May [Mars.]	L'don, Hull, B'dm. & A'warp
"KIDDERPORE"	5,334	5th May	Straits, Colombo & Bombay.
"KALYAN"	9,144	9th May	Mars. L'don, Hull, B'dm. & A'warp
"COMORIN"	15,132	33rd May	Bombay, Marselles and London.
"BURDWAN"	—	30th May [Mars.]	L'don, Hull, B'dm. & A'warp
"KASHGAR"	8,955	6th June	Mars. L'don, Hull, B'dm. & A'warp
"KARNATAKA"	16,601	20th June	Bombay, Marselles & London.
"KASHGAR"	9,005	4th July	Mars. L'don, B'dm. & A'warp.
"RAJPUTANA"	16,619	18th July	Bombay, Marselles & London.
"KHYBER"	9,114	1st Aug.	Mars. L'don, B'dm. & A'warp.
"SOMALI"	—	8th Aug. [Mars.]	L'don, Hull, B'dm. & A'warp.
"RAJPUTANA"	16,628	15th Aug.	Bombay, Marselles and London.
"KARMALA"	9,135	29th Aug.	Marselles and London.
"CATA Y"	16,121	12th Sept.	Bombay, Marselles & London.
"SOUDAN"	—	19th Sept. [Mars.]	L'don, Hull, B'dm. & A'warp
"KALYAN"	9,144	26th Sept.	Marselles and London.
"KHYBER"	9,135	10th Oct.	do.
"BURDWAN"	—	17th Oct. [Mars.]	L'don, Hull, B'dm. & A'warp.
"KASHGAR"	8,955	24th Oct.	Marselles and London.
"NALDERA"	16,088	7th Nov.	Bombay, Marselles and London.

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the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHA" 7,764 4th Apr. 11 a.m. Singapore, Penang & Calcutta

"TALMA" 10,000 18th Apr. do.

"TAKADA" 8,949 2nd May do.

"SIRDHANA" 7,745 13th May do.

"TILAWA" 10,005 27th May do.

"SANTHA" 7,764 18th June do.

Regular Monthly sailings have excellent accommodation for 1st and 2nd

class passengers. All steamers are fitted with wireless and carry

a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS" 4,500 1st Apr. 10.30 a.m. Singapore, Penang & Calcutta

"NELORE" 8,953 1st May do.

"TANDA" 8,958 30th May do.

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Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

the P. & O. Branches of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via

Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NELORE" 8,953 6th Apr. S'hai, Moji, Kobe, Osaka & Y'hama.

"KALYAN" 9,144 10th Apr. S'hai, Moji, Kobe & Y'hama.

"TAKADA" 8,949 11th Apr. Amoy, S'hai, Moji, Kobe & Osaka.

"BURDWAN" 17th Apr. S'hai, Kobe & Y'hama.

"SIRDHANA" 24th Apr. Amoy, Moji, Kobe & Osaka.

"COMORIN" 30th Apr. Shanghai, Kobe & Yokohama.

"TILAWA" 8th May. Amoy, Moji, Kobe & Osaka.

"KASHGAR" 8th May. S'hai, Moji, Kobe, Osaka & Y'hama.

"TANDA" 8th May. S'hai, Moji, Kobe, Osaka & Y'hama.

"KARNATAKA" 16th May. Shanghai, Kobe & Yokohama.

"SANTHA" 24th May. Amoy, Moji, Kobe & Osaka.

"KASHGAR" 5th June. S'hai, Moji, Kobe & Yokohama.

"ST. ALBANS" 5th June. S'hai, Moji, Kobe, Osaka & Y'hama.

"RAJPUTANA" 18th June. S'hai, Kobe & Yokohama.

"KHYBER" 2nd July. S'hai, Moji, Kobe, Osaka & Y'hama.

"NELORE" 8th July. S'hai, Kobe & Yokohama.

"KARMALA" 8th July. S'hai, Moji, Kobe & Yokohama.

"CATA Y" 14th Aug. Shanghai, Kobe & Yokohama.

"KALYAN" 28th Aug. S'hai, Moji, Kobe & Y'hama.

"KHYBER" 11th Sept. do.

"KASHGAR" 25th Sept. do.

"NALDERA" 10th Oct. S'hai, Kobe & Yokohama.

"MAURITIA" 24th Oct. S'hai, Moji, Kobe & Y'hama.

"RAJPUTANA" 16,568 7th Nov. S'hai, Kobe & Yokohama.

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